The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4800 | 光緒三十一年六月十五號 | MONDAY, JULY 17 1905. | 一千九百 | 號七十月七英港香 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $18,000,000
Silver Reserve .....$ 8,000,000 }
RESERVE LIABILITY OF PROPTORS. $10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. Dickson. | H. Schubart, Esq.
E. Goetz, Esq. | E. Shellim, Esq.
G. H. Medhurst, Esq. | Hon. R. Shewan.
A. J. Raymond, Esq. | N. A. Siebs, Esq.
F. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905. [22

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,250,000
RESERVE FUND .....GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.
LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD
BRITISH LINEN COMPANY BANK.
BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.
CHARLES R. SCOTT,
Manager.

20, Des Vœux Road,
Hongkong, 26th May, 1905. [21

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 9,720,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. | NEW YORK.
NAGASAKI. | HONOLULU.
LYONS. | SHANGHAI.
SAN FRANCISCO. | NEWCHWANG.
BOMBAY. | MUKDEN.
TIENTSIN. | PORT ARTHUR.
PEKING. | CHEFOO.
KOBE. | DALNY.
LONDON.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „
TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd May, 1905. [20

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £875,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „
T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905. [24

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin | Calcutta | Hankow
Tientsin | Tsingtau | Tsinanfu

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
HUGO SUTER,
Sub-Manager.

Hongkong, 17th July, 1905. [25

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.
S. MINAMI, Manager, Hongkong.

[18

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.
7.30 a.m. to 8.00 a.m. ...Every 10 minutes.
8.00 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.
JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 12th July, 1905. [65

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1905. [41

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	JAVA ..... S. Batcham	About 20th July	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	MALACCA ..... G. W. Babot, R.N.R.	About 21st July	Freight and Passage.
SHANGHAI	MALTA ..... R. A. Peters	About 27th July	Freight and Passage.
LONDON, &c.	CHUSAN ..... H. W. Kenrick, R.N.R.	July 29th, Noon	*See Special Advertisement.*

For Further Particulars, apply to
L. S. LEWIS, Acting Superintendent.

Hongkong, 15th July, 1905. [2

Intimations.

LANE, CRAWFORD & CO.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.

Without doubt this is the Finest Blend of TEA at the Price, to be had in China.

LANE, CRAWFORD & CO.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED
FOOCHOW TEA.
PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom,
Per 10 Catty Box, $17.50. Per 5 Catty Box, $10.00.

Hongkong, June 16th, 1905. [34

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD.

Telephone No. 75.

ESTABLISHED 1864.

Hongkong, 4th July, 1905. [37

E. C. WILKS & CO.,

CONSULTING ENGINEERS, ETC.,

are Sole Agents for—

The General Electric Co. of London, and have a large stock of Electric Fittings, Cables, Wire, Lamps, Electroliers, etc., on hand,

AT 12, BEACONSFIELD ARCADE,
HONGKONG.

INSPECTION INVITED. ESTIMATES GIVEN.

Also Sole Agents for:

H. W. John's Canadian Asbestos Goods, stock on hand.

THORNYCROFT MOTORS.

W. H. ALLEN & SON, BEDFORD.

Stewart & Lloyd's Steel Plates, Angles, Tubes, &c.

Hongkong, 1st June, 1905. [201

Intimations.

When nature flags, and health fails, try BOVRIL

[17

TRY IT "CLUB" THAT'S ALL.

Pronounced the best Scotch Whisky at the price on the Market.
Per Dozen - - - $14.00
H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 22nd June, 1905. [36

PHOTO SUPPLIES.

LONG, HING & Co.,
17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [45

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905. [26

CONNAUGHT HOTEL.

Telegraphic Address: 'CONNAUGHT.' *Telephone,* No. 170.
HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and Lofty Rooms, Elegantly Furnished.
Hydraulic Elevator.
Hot and Cold Water Baths and Shower Baths.
Flush Water Lavatories.
Excellent Cuisine and Wines.
Under European Management.
Launch Service for Guests.

Hongkong, 16th June, 1905. [658

FOR HOTEL COMFORT AND THE BEST BILLIARDS
GO TO THE
KOWLOON HOTEL.
KOWLOON.
J. W. OSBORNE,
Proprietor and Manager.

[29

VICTORIA HOTEL, SHAMEEN, CANTON,

ON THE BRITISH CONCESSION.

MACAO HOTEL, MACAO, CHINA,

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

[77 WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [18

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " G. F. Morrison, R.N.R.
" "FATSHAN," .....2,260 " ..... " R. D. Thomas.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons.....Captain W. E. Clarke.

Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlip.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....588 tons .....Captain W. A. Valentine.
" "NANNING,".....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing ... .Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st July, 1905. [9

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPRESS OF CHINA"	6,000	R. Archibald, R.N.R.,	WEDNESDAY, 2nd Aug.
" "ATHENIAN"	2,440	S. Robinson, R.N.R.,	WEDNESDAY, 9th Aug.
" "EMPRESS OF INDIA"	6,000	E. Beetham, R.N.R.,	WEDNESDAY, 23rd Aug.
" "TARTAR"	4,425	W. Davison, R.N.R.,	WEDNESDAY, 13th Sept.
" "EMPRESS OF JAPAN"	6,000	H. Pybus, R.N.R.,	WEDNESDAY, 20th Sept.

Hongkong to London, 1st Class.....*vid* St. Lawrence £60. *Vid* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent,
Hongkong, 12th July, 1905. 9, *Pedder's Street.* [10

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
BRISGAVIA ..... Russ	HAVRE, ANTWERP and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th July.	Freight
SITHONIA ..... Hildebrandt	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	19th July.	Freight.
ACILIA ..... Schülke	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	2nd August.	Freight.
SPEZIA ..... Ehlers	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	14th August.	Freight.
SAMBIA..... Lüning.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	23rd August.	Freight.
RHENANIA * ..... Förck	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	6th Sept.	Freight and Passengers.
SCANDIA * ..... v. Doehren	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept.	Freight and Passengers.
VANDALIA ..... Haase	NEW YORK VIA SUEZ, with liberty to call at the Malabar coast.	about beginning of Oct.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amidships. Lighted throughout by Electricity. Duly qualified Doctor and Stewardesses are carried.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Hongkong, 17th July, 1905 No. 1 Queen's Buildings. [4

D. NOMA, TATTOOER
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H.I.H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904 [47

Mails.

IMPERIAL GERMAN MAIL LINES.
NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN	THURSDAY, 20th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON THURSDAY, the 20th day of July, 1905, at Noon, the Steamship *SACHSEN*, Captain F. von L. Petersen, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 18th July, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 19th July, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 19th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 25th July.
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.
WILLEHAD	4,761	TUESDAY, 19th September.

ON TUESDAY, the 25th July, 1905, at Noon, the Steamship *PRINZ WALDEMAR*, Captain C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
KOBE & YOKOHAMA	*PRINZ SIGISMUND*	TUESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PRINZ HEINRICH*	TUESDAY, 18th July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PRINZ EITEL FRIEDRICH*	WEDNESDAY, 2nd August.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
Hongkong, 14th July, 1905. AGENTS. [3

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip $12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip $30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to— Messrs. BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.
Hongkong, 5th July, 1905 [713

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP...	JAVA	First half July	JAPAN VIA SHANGHAI	Second half July
TJIPANAS ...	JAPAN	Second half July	JAVA PORTS	First half August
BOGOZ.....	JAVA	Second half July	JAPAN VIA SHANGHAI	First half August
TJIMAHI.....	JAVA	Second half August	JAPAN VIA SHANGHAI	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375,
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 12th July, 1905. [14

Dentistry.

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D. D. S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904 [67

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT No. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904. [66

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK. Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.
Yokohama, May 23rd, 1905. [76

THE ORIENTAL CONSTRUCTION COMPANY,
CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS
IN
RAILWAYS, MINES, WATER SUPPLIES,
REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS,
HONGKONG.
Hongkong, 12th July, 1905. [208

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size.

"MINIMAX"

Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905. [553

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
10, D'AGUILAR STREET, HONGKONG,
(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road.
Hongkong, 24th March, 1904. [40

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.
Hongkong, 22nd June, 1905. [675

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.
Hongkong, 1st September, 1903 [56

THE HONGKONG STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903. [59

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price ($2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vœux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.
Hongkong, 24th November, 1904. [63

CAFE WEISMANN.

THE Public are invited to pay a visit to our new
TIFFIN ROOMS,

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN FASS BEER ON DRAUGHT.

Entrance—
No. 1A, WYNDHAM STREET.
Hongkong, 22nd April, 1905. [46

Intimation.

WM. POWELL,

LIMITED.

—ALEXANDRA BUILDINGS,—

Des Vœux Road.

FURNISHING - -

DEPARTMENT,

(FIRST FLOOR BY LIFT.)

NEW

TWIN-

BEDSTEADS,

from $65 to $385 a pair.

Stocked in

BLACK AND BRASS,

ENAMELLED

GREEN AND BRASS,

ENAMELLED

BLUE AND BRASS,

and

ALL BRASS.

BEST

SPRING

MATTRESSES

FOR THE ABOVE

at

reasonable prices.

SOLE AGENTS

for

ADDISON'S

PATENT

PORTABLE

SANITARY

COMMODE,

$14.50 to $21.50 each.

INSPECTION INVITED.

WM. POWELL,

LTD.,

HONGKONG.

Hongkong, 4th July, 1905. [35

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of $3.50 per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 11th July, 1905. [734

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and Seventy-five Cents per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ld.,
General Agents for the West Point Building Co., Ld.

Hongkong, 11th July, 1905. [735

THE CLUB LUSITANO, LD.

NOTICE.

THE Certificate No. 147 for 20 Shares in the above Company numbered 54 to 56, 59 and 60, 63 and 64, 87 and 88, 140, and 178 to 187 all inclusive, standing in the Register of Shareholders in the name of ANTONIO SIMPLICIO GOMES, Junior, having been lost, Notice is hereby given that a Duplicate Certificate for the said Twenty Shares will be issued at the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be hereafter held by this Company as null and void.

By Order,
H. M. BASTO,
Acting Hon. Secretary,
Club Lusitano, Ld.

Hongkong, 24th June, 1905. [681

REWARD OF $5,000.

OFFERED by the Undersigned for the ARREST and CONVICTION of any Person or Persons who are in the habit of SMUGGLING large quantities of OPIUM into this Colony.

CHIN JOO HENG CO.,
Opium Farmers.

Hongkong, 19th June, 1905. [669

BAY VIEW HOUSE,
MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served *a la carte* from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:
"BAYVIEW, MACAO."

Macao, 7th June, 1905. [641

Gold Medals PARIS 1889 & 1900

Reg'd HARRIS CALNE WILTS Brand

HARRIS, CALNE, WILTS, England.

REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD & Co.,
50, Queen's Road Central,
Hongkong.

Hongkong, 19th May, 1905. [579

A FOOK & Co.,
12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch.

Moderate terms.

Orders solicite.

Hongkong, 23rd February, 1905. [62

COMMERCIAL.

FREIGHT MARKET.

Messrs. Lamke and Rogge write in their fortnightly circular of the 15th inst., as follows:—There is no improvement in coast freights to report. Disengaged steamers find it very difficult, if not impossible, to secure anything like paying employment, and low freights have been taken just to keep the boats moving. It is to be hoped, that the period of depression, which the market is passing through, will not be so prolonged and of such a severe nature as apprehended in some circles; it must be admitted, however, that, on the whole, the situation, so far as the early future is concerned, does not look very healthy.

The absence of demand from the Southern rice ports continues to be very unpleasantly in evidence, and again not a solitary charter is reported from Saigon to Hongkong, Philippines ports, Java or Japan. Saigon to this, a couple Chinese-owned boats, plying regularly in the trade, have with difficulty managed to pick up on the berth small parcels, thus securing a total cargo of about 10,000 to 15,000 piculs each at 6 to 8 cents per picul! The latter figure may be taken as representative of the market.

Bangkok advices indicate cargo to be a little more plentiful lately; but liners appear to be able to comfortably handle all the cargo available for shipment. The rate to this stands at about 29/32 cents.

To load at Iloilo for Yokohama a steamer has been taken up on basis of 28 cents per picul.

From Touron to Canton a charter is on record at $1.80 per ton.

Yangtsze rates have continued on the downward move, and there is little, if any, inquiry for tonnage. Latest quotations are, Wuhu to Swatow 17 candareens, Wuhu/Canton about same.

Whilst several steamers have succeeded in securing full cargoes upwards from here at as much as 30 cents, outward business from Newchwang to the South has once more been in an absolutely lethargic state.

As for Japan coal freights, there have been fixtures Moji/Hongkong at $1.40, Kutchinotzu/Singapore at $1.35 and Moji/Saigon at $3.00 per ton.

On monthly terms, three fresh settlements are on record as per list overleaf.

Sail Freights:—Nothing fresh to report under this head.

Sail-tonnage loading or to load.—For Baltimore and New York. British bark *Lawhill*, arrived 3rd June. Disengaged:—British ship *Travancore*, 2,200 tons (left May 31st for Port Angeles, but was towed back June 8th after having been aground in Harlem Bay. Departures:—British ship *Sierra Lucena*, July 1st for Royal Roads.

IMPEACHMENT OF CHOU FU.

The Grand Council has transmitted an Imperial Rescript dated 29th May to Viceroy Chang Chihtung to the effect that Chou Fu, the acting Viceroy of Liang Kiang Provinces, having been impeached as unfit for the services either for domestic administration or for diplomatic affairs Chang Chih-tung is ordered to investigate the matters for which Chou Fu is impeached and report upon the same without any concealment for the perusal of the Throne, etc.

The items of impeachment against Chou Fu by Censor Huang Changpien are:—

1.—While Chou Fu was the Governor of Shantung he injured many of China's rights by violating the original agreement with Germany regarding railway concessions, by giving special rights to that country and receiving a decoration from the German Emperor.

2.—The likin office at Nanking was formerly under a Taotai who acted as the director while the Provincial Treasurer was the Associate director but under Chou Fu's regime at Nanking he appointed a relative, Taotai Chen, as the director of the likin office and abolished the system of having Provincial Treasurer as associate director so as to avoid any interference from him.

3.—The expectant officials who wish to become acting magistrates of departments and districts go to Chou Fu and fix up the price to obtain the appointment and when everything is ready for an appointment a formality is carried out so as to avoid criticism from outside people.

4.—Chou Fu and his subordinates received bribes amounting to 300,000 taels for allowing export of rice at Chikoukow of Shenniomiao in Yang-chow.

5.—Tuan Fang, the former acting Viceroy at Nanking, had reorganized the normal and military colleges at Nanking but after the regime of Chou Fu he has arbitrarily revised the systems and lessened the number of students.

6.—Taotai Chou Hsio-hai (of Kiangsu), a son of Chou Fu, behaves as he likes and when Taotai Tseng had bought an appointment at Tatung the transaction was done by Taotai Chou. When the matter was made public by a servant the servant was decapitated on the allegation that he was a Boxer.

7.—German subjects were appointed at the military college at Nanking and Kiangnan arsenal by which Chou Fu flatters that country.

8.—Chou Fu allowed the German warships to survey Tsingkow which caused German warships to land men and hoist flags on the island of Lientao near Haichow and caused an important diplomatic affair.

9.—Chou Fu allowed Germans to use ground under Shihtsushan fort which threatens the defence of the city of Nanking.—*The Sinwanpao.*

THE MOTHER OF SEVEN

CURED OF RHEUMATISM AND HER GENERAL HEALTH VERY GREATLY IMPROVED BY DR. WILLIAMS' PINK PILLS.

Interviewed by the *Bradford Argus*, Mrs. Pickup, 2 Wheat-street, York-road, Leeds, England, said:—

"About two years ago I had a sudden attack of Rheumatism. I suffered terribly for two months with the pain in my legs and knees. I had to be carried upstairs, and as I could not walk down, I used to sit on the stairs and slide to the bottom. Before Rheumatism came I had Bronchitis, but that was nothing to the agony of the second complaint—the Rheumatism.

"I seemed almost helpless, and with seven children I was in an awful predicament. I tried all kinds of remedies, but nothing seemed to do me the slightest good. I was almost in despair when my husband asked me to try Dr Williams' Pink Pills. Before I had finished a bottle of the pills I felt a great deal better. The pain was less, and I was able to move about without assistance. I persevered, and before I had finished the second bottle I was completely cured. The pain disappeared absolutely, and has never returned. As for my general health, I never felt better in my life."

Rheumatism, once considered the inevitable accompaniment of middle age, is cured by Dr. Williams' Pink Pills because they remove the acid in the blood which causes it. Embrocations and other outward applications may relieve the pain, but the disease can only be prevented from returning by enriching the blood. Dr Williams' Pink Pills *make good blood.* That is how they cure Rheumatism and other Diseases, Anæmia (which is weakness arising from having too little blood), Consumption, Fits, Paralysis, and the frequent ailments which women endure in silence. Genuine pills cure: substitutes don't cure. Dr. Williams' Medicine Co., Holborn-viaduct, London, will send a bottle post free 2s. 9d. (six for 13s. 9d.); but Dr. Williams' Pink Pills can be had at most medicine shops if you take care to ask for, and to see in red on the pink package, the full name, Dr. Williams' Pink Pills for Pale People. [96

Auction.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,
of
VALUABLE LEASEHOLD PROPERTY,
situate at Wing Lok Street, Victoria, Hongkong,
ON
FRIDAY,
the 21st July, 1905, at 3 P.M.,
BY
Messrs. HUGHES & HOUGH,
Auctioneers,
at the premises.

THE Property is registered in the Land Office as Section A of MARINE LOT No. 221 with the Messuage and Buildings thereon, known as No. 100, WING LOK STREET. Annual Crown Rent $12.14.

For further particulars and conditions of sale, apply to—
EWENS, HARSTON & HARDING,
Vendor's Solicitors,
or to
Messrs. HUGHES & HOUGH,
Auctioneers.

Hongkong, 13th July, 1905. [742

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong 28th May, 1895. [52

Hotel.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1905 [27

Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Crimea* and *Medoc*, from Havre ex s.s. *Medoc*, and from Bordeaux ex s.s. *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 18th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th July, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 18th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 11th July, 1905. [7

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"COROMANDEL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *Afoldavia.*
From Australia, *ex* S.S. *Britannia.*
From Calcutta, *ex* S.S. *Sunda.*
From Persian Gulf, &c., *ex* B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M., TO-DAY.

Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 13th July, 1905 [2

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MAZAGON,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 11th July, 1905 [2

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 11th July, 1905. [8

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NUMANTIA,"
FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 11th July, 1905. [12

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIG,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 18th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 12th July, 1905. [737

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship
"PUNDUA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., FRIDAY, the 14th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 13th July, 1905. [742

Entertainment.

GRAND OPENING NIGHT,
TO-MORROW (TUESDAY), 18th July, 1905.

SANDOW,
THE PERFECT MAN
and
EXPONENT OF PHYSICAL CULTURE,
and his
GRAECO-ROMAN ARENA.

SUPPORTED BY HIS PUPILS OF ALL NATIONS.

MR. SANDOW has with his Company one pupil developed by his system of every prominent nation who takes part in the performance in all kinds of feats of strength and athletic sport.

THE LARGEST COMPANY TOURING THE EAST.

Mr. BERT FLATT, America's Musical Comedian.
Mr. JOHN D'RASAMI, the Indian Violin Phenomenon.
Mr AUGUST DEWAL, Trapeze Equilibrist, and
SANDOW'S 25 PUPILS.

EXPERT WRESTLERS AND GYMNASTS.

Plan at the ROBINSON COMPANY.
Prices ... ... $3, $2 and $1.
Doors Open 8 P.M. Overture 9.
A late Tram to the Peak will be run every night fifteen minutes after the performance.

Hongkong, 17th July, 1905. [744

Notices of Firms.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

MR. WILLIAM WILSON has this day assumed charge of the Company as ACTING CHIEF MANAGER during the absence on leave of Mr. W. B. DIXON, or until further notice.

By Order of the Board of Directors,
C. P. CHATER,
Chairman.

Hongkong, 12th July, 1905. [740

NOTICE.

THE authority given by us to Mr. A. M. DA CRUZ to sign the name of our Firm per procuration has been withdrawn.

BARRETTO & Co.

Hongkong, 12th July, 1905. [738

NOTICE.

WE have this day established ourselves at No. 15, Queen's Road Central, as GENERAL MERCHANTS AND COMMISSION AGENTS, under the style of CRUZ, BASTO & Co.

A. M. DA CRUZ.
J. M. F. BASTO.

Hongkong, 12th July, 1905. [739

Intimation.

THE WINE GROWERS SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

LIQUEURS.

L. ROZET & CO., BORDEAUX.

Special Brands.

Apricot Brandy ...	$2.50	Per Bottle	Quarts.
Blackberry Brandy	2.50	"	"
Cherry Brandy ...	1.75	"	"
Cherry Whisky ...	1.60	"	"
Croix. Jaunne.....	2.75	"	"
Imperial Orange Brandy	2.75	"	"
Mandarine Brandy	2.50	"	"
Peach Brandy.....	2.50	"	"

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 17th July, 1905. [48

Intimations.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY

GEO. G. SANDEMANN SONS & CO., LTD.

	Per dozen.
Light Dry	$13.00
Solera	18.00
Very Pale Dry	18.00
Full Golden	21.00
Pale Dry Nutty	24.00
Fine Old Brown	36.00

A. S. WATSON & Co.,

LIMITED,

Agents in Hongkong and South China for

SANDEMAN'S WINES.

ESTABLISHED 1841.

Hongkong, 22nd June, 1905. [32

BAHADUR CIGARS.

THE PREMIER CIGAR OF INDIA.

No. 1 - $2.75 - per 100

No. 2 - $2.50 - per 100

No. 3 - $2.25 - per 100

Gregor & Co.,

SOLE AGENTS.

Hongkong, 6th July, 1905. [33—7

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 17, 1905.

WHITE GLOVES.

It is peculiarly gratifying to record the fact that the second Assize over which the Chief Justice, Sir Francis Piggott, will preside to-morrow will be signalised by the presentation of a pair of white gloves in token of the maiden innocence of the community. In a city like Victoria, the hive of a most heterogeneous population, and the sanctuary of many social outcasts and lepers from other countries, the liability to sudden outbursts of criminal violence and felonious practices is ever to be feared. The antagonistic interests of a great majority of the population have also to be considered; and the fact that a large proportion of the people have been reared in a condition of mute opposition to established law and order is also calculated to work for evil. Yet Victoria can establish a claim to comparative immunity from serious crime which many another town in this and other parts of the world might reasonably envy. So far as we can learn, this is the seventh occasion on which the Chief Justice of Hongkong has had the pleasant duty of accepting from the Registrar a pair of white gloves. In November last, it fell to the Registrar, Mr. Arathoon Seth, to present Sir Henry Berkeley, then the Chief Justice of the Colony, with the traditional emblem of purity so far as the criminal bench is concerned. The first recorded maiden sessions in the history of Hongkong occurred in August, 1873. The second occasion was in 1877. Then fourteen years elapsed until there was a clean sheet before the sessions; in 1891 Mr. (now Sir) William Meigh Goodman, who was Attorney General at the time, offered congratulations to Sir James Russell, the Chief Justice, on the felicitous event. Between 1891 and 1896, the spotless gloves were presented to the presiding judge twice. Then there was a long interval—from 1896 to 1904 the calendar of the criminal sessions was always occupied, but in the end of last year Sir Henry Berkeley was in a position to say that the diminution of criminal offences was a fact "particularly remarkable in a place like Hongkong where there is a vast moving criminal population;" and to congratulate the police on the efficiency of their measures for the preservation of law and order. It is a happy augury for the administration of justice under the *regime* of Sir Francis Piggott that his Lordship's second appearance as judge at the criminal sessions should be recorded in white letters, and we can only trust that this favourable experience will be by no means exceptional in the future.

EDUCATION IN CANTON.

Recent events in China, the awakening of the educated classes to a realisation of the power they can exercise in co-operation, the increasing demand for educational facilities, and the readiness of the people to combine for the common good, have given a new insight into the spirit of progress which is gradually leavening the Empire. The very fact that Chinese of rank and ability should be alive to the importance of acquiring Western forms of education, and should be ready to adopt Western methods in thought as well as in business, is a tribute to the labours of that devoted band of missionaries and scholars who have spent their best days among the people, endeavouring to elevate the masses. One of the many institutions which have been started with this object in view is the Canton Christian College. Just twenty years ago the Canton Christian College was projected in America by a few supporters of missionary effort. The scheme was pushed forward with enthusiasm, and before long the Canton Christian College was established on a sound basis. The object of the College was stated to be—"To raise up educated men to be Christian ministers, teachers and physicians, as well as for every other calling in life, by teaching Western science, medicine and religion." It was also one of the cardinal principles of the promoters to foster and provide for a higher standard of education generally. Although the aims and ultimate intentions of the College were of an unusually high character—bearing in mind the natural conservatism of the natives and the distrust and suspicion which are engendered by new ideas, scarcely to be comprehended by the uneducated—the teachers who joined the Canton Christian College started their labours in a hopeful spirit, and with the full determination of making the College a success. The College has had many vicissitudes since it was opened; the innovation was not greatly appreciated at first, and it was difficult to reach the people who were the most likely to benefit from a course at the College, and to spread abroad the news which would tend to reassure their countrymen as to the character of the institution. But the Faculty persevered and their labours have been uniformly fruitful. The increasing attendance of students at the College made it clear to those at the head of affairs that it would soon be necessary to secure greater accommodation; but the question of funds had to be considered. It has been said that "a good school is always a money-using, sometimes a money-losing, but rarely, if ever, a money-making enterprise." And when it is stated that the income of the College from students last year fell short of meeting the full expenses by $16,027.65 it will be recognised that the money question was of very considerable importance. The Trustees undertook to raise by subscription the sum of $300,000 gold; and of that amount $130,000 gold has already been collected and invested for the benefit of the College. The work of erecting a permanent home for the College was therefore started, and on Thursday last the corner-stone was laid in position. That ceremony marks an epoch in the educational life of the Kwangtung province. It indicates the rapid advance which has been made in the modernising of the Chinese character. In a province which was once the very hotbed of disaffection towards foreigners, the quiet, yet enduring labours of the educationist have produced a revulsion of feeling, which is found not only among those who are in a position to appreciate the value of the new spirit, but has even penetrated to the lower classes who vaguely realise the desirable changes which are being accomplished by the American teachers. The new College building will accommodate, we are told, nearly 300 students; and to show that there is no lack of candidates for admission it has only to be stated that the Faculty have found it possible to raise the standard of the preliminary examination, so that matriculated students may start on a much higher plane of study than was perhaps originally contemplated. The results achieved by the College in the past have been altogether satisfactory. Consul-General Lay, in his address at the laying of the corner-stone, emphasised the benefits which the Chinese will derive from increased facilities for obtaining advanced education, and very properly cited the example of Japan, which has sprung into the forefront of nations solely through her recognition of the principle that education and progress go together. He also suggested that a school of technology should be included in any scheme of education in China. There is no doubt that China remains undeveloped largely owing to the ignorance of the people on technical questions; the construction of railways and the exploitation of the mineral wealth of the country have been retarded simply on account of the absence of technical knowledge. Whether the Canton Christian College can hope to provide the school of technology which is so urgently required if China is to work out her own regeneration remains to be seen, but to the outsider it seems clear that the success which has attended the College in the past and the vast possibilities which exist for the future in the erection of the new buildings, open up a vista of useful work in which tuition in technical subjects should find an increasingly important place. The western world has not ceased to wonder at the enormous strides which Japan has made during the last fifty years. But who shall say that China's teeming millions may not within another half-century range themselves alongside Japan, and consequently alongside the great Powers of the world, in thought and deed? With seminaries such as the Canton Christian College actively engaged educating the youth of the country in the knowledge of the West, and seeking to inculcate the duties of every intelligent Chinaman towards his compatriots, such a feature as the spectacle of the Chinese working together for a common object, for the rejuvenation of the Empire and the uplifting of the masses, should not be considered in the least degree impossible or improbable. The Rev. T. W. Pearce, of Hongkong, who was present at the ceremony in Canton, gave a deserved meed of praise to the president and professors of the College on the auspicious occasion which had brought the gathering together. The Canton Christian College has a great future before it, and so long as the direction of the College is in the control of men of the type at present in charge its success is assured. All who are in sympathy with this movement will, with us, join in congratulating the College Faculty in having at last a permanent home in which they can pursue that educational work which has already found so many witnesses in its favour.

LOCAL AND GENERAL.

ACCORDING to a Nagasaki despatch, it is reported that Madame Rojestvensky will leave St. Petersburg shortly for Japan, in order to nurse her husband.

CHAN Ling, a shopkeeper, of 116 Reclamation Street, Yaumati, was charged before Mr. F. A. Hazeland this morning at the instance of Detective Sergeant Grant, with selling ammunition without a licence from the Captain Superintendent of Police, on the 15th inst.—Mr. R. A. Harding appeared for defendant and, after pleading not guilty, applied for a remand, on behalf of his client. The remand was granted, bail being allowed in $1,000.

CHOI Fuk and Tang Sui Po, when charged by Mr. W. Glendinning, ticket-inspector to the Electric Tramway Company, before Mr. F. A. Hazeland this morning, with refusing or evading payment of their legal tram fare at Kennedy Town, put up an ingenious defence. They stated that they got down to speak to a friend, when the tram was stopped and they were arrested, as it was found that neither of them had any money. They were fined $10 or one month's hard labour each.

IT will be remembered that two men, A. Simpson and W. Hicks, were charged before Mr. Hazeland with remaining in the Colony after their vessel had sailed. They showed bruised and cut faces and stated they were samples of the treatment they received from Captain and officers of their ship, the s.s. *Adato*, and as they could not stand the treatment any longer they deserted. They were this morning each sentenced to three weeks' hard labour and ordered to be placed on board the steamer if she returned to port before the expiration of their sentences.

THE Hongkong and Shanghai Banking Corporation scored its first victory yesterday in the suit of Francisco Reyes against the bank for the recovery of P830,000, their demurrer to the complaint being sustained by Judge Crossfield, says the *Manila Times* of 1st inst. The demurrer was on the grounds that the complaint was not competent, was ambiguous and uncertain in its meaning. The plaintiff was given ten days to file an amended complaint. Attorney Haussermann of Cordert Brothers appeared in behalf of the bank, while Messrs. Chicote, Miranda and Sierra represented the plaintiff.

MR. Odagiri, the Japanese Consul-General at Shanghai, in the course of an interview with a representative of the *Osaka Mainichi*, stated that since the outbreak of the war Japanese residents at Shanghai had greatly increased in number, and there were at present nearly 4,000 in the community, but only a few were men of means. The Japanese population had also increased in cities along the Yangtse. These settlers, however, were mostly school teachers or employés of the Chinese Government, and only a few were business men. Such being the case, the Consul-General did not think Japanese influence was likely to come into conflict with British influence in the Yangtse Valley.

THE case in which Li Kwai, a shop coolie, was charged with the embezzlement of various sums amounting to $150, by collecting them from certain customers of his employers' firm and converting the same to his own use, was resumed before Mr. G. N. Orme this afternoon. Mr. G. E. Morrell, of the Crown Solicitor's office, appeared for the prosecution, and Mr. C. E. H. Beavis of Messrs. Wilkinson and Grist, for the defendant.—Further evidence having been given, Mr. Beavis said that this was certainly a Summary Court case as the principal element of embezzlement—secrecy—was wanting. As regards the charge of absconding, the man did not go away from the Colony to avoid payment of debts, for he was away but a short time, and the first thing he did on his return was to go straight to the shop, and when asked about the money he at once admitted receipt of the same, and said he would refund it as soon as possible, but not content with that they bring the serious charge of embezzlement. Mr. Beavis then reviewed the evidence, and asked for defendant's discharge.—His Worship held that the evidence was very unsatisfactory and discharged the defendant, who now said that he wished to bring an action for damages.

ATTEMPTED SUICIDES.

The utter indifference to life inherent in some Chinese was exemplified by two cases which were heard before Mr. F. A. Hazeland this morning. In the first case Tsang Tay, a married woman, on Saturday gave her diminutive daughter a sound beating for loitering on her way from school, instead of hurrying back to assist her mother in the household work. Later, when her father came in, the child complained to him about the beating she had had, and this so enraged him, that he told his wife if she ever beat the child again, he would thrash her soundly. Apparently thinking death preferable to a beating at her husband's hands, she went into her bed-room and seizing a long piece of cloth, made a noose and fixed it to a beam, and had just adjusted it round her neck, when the child came it, and seeing her mother's position, started screaming, so that the neighbours came trooping in, and soon had the woman down. When she appeared before Mr. Hazeland she admitted the attempt and said in her defence that she did not want to be beaten by her husband. His Worship severely reprimanded her, and said if she would promise to go back to her husband and never do anything so wicked again he would discharge her. The woman said she would go back, if her husband did not beat her. The husband, who was in Court, promised he would not hit, and he was warned to be more gentle in his treatment of his wife in future, and not drive her to such extremes.

In the second case a very young girl named Chau Chau, was going from Yaumati in the ferry *Yuen Hing* to Hongkong last night at 9 o'clock, when she suddenly jumped up and stepped over the side, and sank in the water. The launch was stopped, and as she rose again she was hauled back on board, and taken to Yaumati. The matter was reported to the police, and the woman was charged before Mr. Hazeland this morning. Asked what she had to say for herself she stated that her husband's first wife had struck her so she wanted to kill herself. She had been removed to the asylum and examined but pronounced to be quite sane.—His Worship said she had done a very wicked thing, and if she did not wish to have trouble with the first wife she had better not go back to the house. On her stating promising to look after her in future, his Worship discharged her with a caution.

CAR CONDUCTOR'S ACTION.

SANITARY INSPECTOR MULCTED IN DAMAGES.

In the Court of Summary Jurisdiction, today before His Honour Mr. A. G. Wise, Puisne Judge the adjourned case of Cheung Fook, tram conductor residing at 4 Lee Yuen Street, against Dennis O'Keefe, sanitary inspector, 1 Percival Street, concluding for $200 damages in respect of wrongful arrest, came on for hearing. The plaintiff alleged that the defendant, on the 18th June, charged him with stealing 30 cents and detained him at No. 2 Police Station while the charge was being made. The sergeant at the station refused to take the charge, however, on the ground that the evidence was insufficient. The plaintiff's case was closed at the last hearing.

Mr. H. W. Looker, of Messrs Deacon, Looker and Deacon, appeared for the plaintiff; Mr. F. P. Hett, of Messrs. Bruton, Hett and Goldring represented the defendant.

Mr. Hett, in opening the case for the defence, said the case for the defendant was practically a denial of the story given by the plaintiff and his witnesses on all material points of this action. He submitted that there was no imprisonment, no restraint or detention of the person of the plaintiff by the defendant. The defendant's story was that his party boarded the traincar at the Sailor's Home. They denied that there was any question of travelling third class.

His Lordship—I don't see that makes any difference. They did as a matter of fact travel first class.

Mr. Hett, continuing, said that at Wing Lok Street, the car conductor came to the defendant and asked for the fares. The plaintiff counted the number of passengers in the party and said the fares would amount to 75 cents. The defendant counted out the money into plaintiff's hand. That was before the light went out. The plaintiff immediately went to the back of the car and the lights went out. Mr. Leonard, who was with the defendant, saw the defendant remove the trolley rope from the wire and get into the car. Subsequently the plaintiff came back and said, "You only gave me 45 cents." The ticket inspector was called and suggested that the defendant should see the manager. The defendant never spoke to the plaintiff about going to No. 2 Police Station. At the Police Station the sergeant said, "I don't think we can take this charge because this is a matter for the Tramway Company." It was denied that the defendant as he got off the car to enter the police station said to the plaintiff. "You must come with me." The plaintiff was never requested to go to the station. They contended that the conductor either wilfully stole the 30 cents, or by accident dropped the money, and by false representation of an existing fact attempted to get 30 cents out of the defendant.

His Lordship remarked that in a case where there was a dispute between a ticket collector and a passenger, whether it occurred in a tramcar or a railway carriage, the usual and the common-sense thing to do was for the passenger to offer his name and address. They could not stop the car or the carriage at every police station; it would dislocate the whole system. The defendant could have said to the conductor—"Here is my name and address, and I intend to go to the end of the journey."

The defendant, in the course of his evidence, stated that he had been over six years in the Royal Irish Constabulary. He knew the law relating to arrest and denied that he had got the plaintiff arrested. When the plaintiff claimed an additional 30 cents, the defendant remarked—"If you try to cheat a European what would you do to the Chinese?" He never attempted to drag the plaintiff into the police station.

Mr. Looker—You generally travel third-class, don't you?

Defendant.—When in uniform I travel third-class; when in plain clothes I travel first-class.

Why make that distinction?—Because third-class is cheaper.

You get a travelling allowance from the Sanitary Board?—Certainly not. Some of the Inspectors do, but I don't.

Why is that?—Because I am of a different rank. I have to pay for myself.

The witness said that he had made the complaint against the plaintiff at No 2. Police Station on behalf of the public. He never charged the plaintiff with larceny nor did he ever say, "I want him to get six months' imprisonment and six hours in the stocks."

The sanitary inspectors are rather aggrieved at having to pay their fares are they not, seeing that the police go free?—They are not aggrieved so far as I know.

Don't the sanitary inspectors try to travel free when they are in uniform?—Not to my knowledge.

Have you ever made any similar charge before?—I have complained when the tram broke down or was detained for an hour, I wanted to get my money back.

I put it to you, on the 6th February last you took another conductor to the police station?—I never did.

A car conductor sitting in the body of the Court was called forward as the person who had been taken to the police station. Defendant denied that he had ever seen the conductor before. He stated that he was acting-sergeant when he left the Royal Irish Constabulary, and was acting-inspector when he left the Shanghai police.

So that you are well up in the law as to arrest? Why did you go into the police station for advice?—Because Hongkong law is different from Dublin law or Shanghai law.

You mean the criminal law?—Yes, all the laws are different.

Mr. Looker—You have found out something which we did not know, but, of course, you may be right.

His Lordship—The criminal law of Shanghai is taken from the same laws as that of Hongkong.

Mr. Hett:—The Tramway Company have been fined from time to time at the instance of the Sanitary Board for committing a smoke nuisance?—Yes, Mr. Gray Scott said that the Sanitary Board from the top of the tree to the root were not gentlemen. I will not say the exact words he used.

His Lordship—Perhaps that is at the bottom of the whole thing, or something like that. I think it looks like it.

Mr. Gray Scott was recalled and asked "Is it true that you said to the defendant: 'The Sanitary Board give more trouble than any one else in the Colony. The tree is rotten from the root to the top!'?"—I never said so.

Evidence for the defendant was given by Mr. Leonard, second bailiff of the Supreme Court.

His Lordship, in giving judgment, reviewed the evidence, and said the point had been raised as to whether the light went out before or after the fares had been paid, but he did not see that the question affected the case at all. The defendant seemed to think he paid the right amount to the plaintiff. There was no doubt he said he would charge the plaintiff, but there was no evidence on which a judge would ever send such a case to a jury. There was nothing to prove that the conductor committed larceny. There was not the slightest doubt the defendant went to No. 2 Police Station to charge the plaintiff; the defendant denied that, but every one else was against him. The defendant tried to get out of the question of false imprisonment by trying to put it on to the ticket inspector, and it was possible that the ticket inspector having heard the defendant charging the plaintiff said to him "You'd better go to the police station too." But the plaintiff followed because he had been threatened—there was no doubt about that. It seemed perfectly clear that there had been false imprisonment—absolutely clear—although there might have been no actual violence. His Lordship said he had mentioned before that the proper course for the defendant to take, when a squabble arose, was to say—"I have paid the fare. Here is my name and address and the Company can sue me." It was not for him to seize the ticket collector, take him to the police station and charge him. It might disorganise the whole of the traffic. His Lordship did not think that the plaintiff had sustained any great hardship, but there was no doubt the defendant had done wrong. He would have to pay $25 damages and costs.

Mr. Looker asked that the costs be made on the higher scale.

His Lordship said that the plaintiff was not likely to lose his billet, or suffer much as the result of this case, and the costs would therefore be on the lower scale of actions between $10 and $50.

THE LUXURIES OF A WIFE.

CURIOUS CASE IN COURT.

It is not often that the Puisne Judge is called upon to give a decision in a case of such a nature as one that was brought to his notice this afternoon, and in this instance had the parties taken the advice tendered by his Honour the matrimonial difference would have been amicably settled without being brought to the notice of the public. As no useful purpose would be served by giving the names of the parties, we refrain from doing so, and need only mention that a Mohammedan woman living at Kowloon sued her husband, a Mohammedan clerk, employed in the Electric Tramways Co., for $116.30, $112.50 being maintenance money for 7½ months at the rate of $15 a month and the balance being in respect of costs. Plaintiff also asked for such further relief as the Court might think fit for her support until the defendant agreed to provide the necessary means for them to live comfortably together as husband and wife.

Plaintiff declared that she was married, according to the Mohammedan rites, about ten years ago, and lived happily enough until last year when her husband, who, it was alleged, was always getting drunk and scolding her, appeared to realise that she would not attain the stage of motherhood. Besides this her mother-in-law interfered in the domestic affairs of the household. What with one thing and the other she was eventually driven from home, and although she subsequently asked her husband to take her back he refused to do so.

The Puisne Judge (to defendant).—Will you take her back?

Defendant.—No.

You will not?—I cannot.

Plaintiff continued her evidence to the effect that her husband was now living with certain other persons.

His Honour appealed to the parties to settle the matter, but they did not entertain the suggestion.

Plaintiff, continuing her evidence, said that her husband was allowed four wives, though in this case he was not married to all of them.

Defendant denied having turned his wife out of doors; she went of her own accord and he had endeavoured to trace her.

His Honour—Her leaving the house does not divorce her. Have you ever divorced her?—No. According to our rites if a woman goes out of a house—

His Honour—That's new to me. I know you can divorce your wives very easily in the presence of two witnesses and call out something, so many times. Apparently you have not done that.

Defendant—No.

Then she is still your wife.—I never knew where she was.

That's the trouble. She is still your wife. She has never applied to you for money until these proceedings?—No, not until I accused her of immorality.

His Honour:—I would much sooner this thing was settled out of Court.

The parties continued arguing the matter, and eventually his Honour gave judgment for plaintiff for $15 down, and $15 a month, beginning from the 1st August, when perhaps the parties might come to an arrangement. Turning to the defendant he observed "If you indulge in the luxury of a wife and two other ladies of course you have to pay."

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Tainan*) 18th inst.
American (*China*) 19th inst.
Canadian (*Athenian*) 22nd inst.
French (*Sydney*) 24th inst.
Canadian (*Empress of China*) 24th inst.
German (*Prinz Siglemund*) 31st inst.

The C. N. Co.'s s.s. *Yochow* left Amoy on 14th inst., and is due here on 19th inst.

The C. P. R. Co.'s s.s. *Tartar* left Yokohama on 15th inst., for Victoria and Vancouver.

The C. N. Co.'s s.s. *Tsinan* from Australian ports left Manila on 15th inst., and is due here to-morrow.

The M. M. Co.'s s.s. *Sydney*, with the next French mail, left Singapore to-day at 2 p.m., for this port *viâ* Saigon.

The Imperial German Mail s.s. *Sachsen* left Shanghai on Saturday at 6 p.m., and may be expected here on Wednesday.

The C. P. R. Co.'s s.s. *Athenian* arrived at Yokohama at 5.30 p.m. on 14th inst., and left again at noon Saturday, for Kobe where she is due to arrive at 6 p.m., on 16th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Nagasaki at 8 a.m. on 17th inst., and leaves again at 4 p.m., same day, for Kobe where she is due to arrive at 9 p.m., on 18th inst.

TELEGRAMS.

[*Official.*]

THE OCCUPATION OF SAGHALIEN.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

Tokio, July 15, 1.25 p.m.

Saghalien Army reports that our army, pursuing the enemy, dislodged him from the neighbourhood of Vladimirovka and Blijineye (two miles west of Vladimirovka) on the 10th inst., and occupied both places.

The enemy's main force retreated to the fortified position north-west of Dalineye, where, with some field guns and machine guns, stubborn resistance had been offered.

Our army commenced a vigorous attack on the 11th inst., and routed the enemy towards Manka at dawn of 12th inst.

The enemy's losses are yet unascertainable, but probably at least 150.

[*Reuter's.*]

Lord Roberts on the Army.

LONDON, 14th July.

In the debate on the Army Estimates, Mr. Forster, referring to Lord Roberts' remarks of the 11th instant, said that Lord Roberts' strong dictum required some modification; his examination of the subject had been rapid; a great improvement in the personnel and organisation of every branch of the army had taken place since 1903, and though there would be a great difficulty in finding drafts for India during the next two years, he was confident that we were on the road towards a satisfactory solution of Indian drafting which was the great and unique problem of the army.

Honours.

Later.

General Count Katsura has been decorated with the Grand Cross of the Order of the Bath, and Baron Komura with the Grand Cross of St. Michael and St. George.

The British Fleet at Brest.

Admiral May and other British Naval officers were prominent at the great review at Longchamps on the occasion of the national holiday on the 14th instant.

Sir Francis Bertie presented Admiral May to President Loubet.

The Britishers from the fleet at Brest likewise attended the review, and the Marines and seamen created much international enthusiasm.

Homeward French Mail on Shore.

15th July.

The M. M. steamer *Caledonien* from China to Marseilles grounded badly near Zaila.

The British cruiser *Perseus* pulled her off, and is now towing her to Jibutil.

The Peace Conference.

M. Takahira yesterday visited President Roosevelt at Oyster Bay, in connection with details of the peace conference; he expressed satisfaction at the appointment of M. de Witte, as an able man and one who will lend confidence and weight to the conclusions of the conference.

COLLISION IN HARBOUR.

ANOTHER CERTIFICATE SUSPENDED.

At the Harbour Master's Office this afternoon Mr. Basil Taylor, Assistant Harbour Master, held an inquiry into the circumstances connected with the charge of negligent navigation preferred by Captain P. M. B. Lake of the British s.s. *Laisang* against the master of the steamlaunch *Nancy*, To Kam Wing, certificate No. 1256. Captain Lake, of the *Laisang*, said that on Friday, the 14th inst., at 11.15 a.m. he was coming ashore in a sampan to Blake Pier, and after passing the end of Douglas' Wharf a launch came out full speed, stern first. She had been lying to the eastward of Douglas Pier, and came out so fast that she could not have brought up within two or three lengths, and she did not make any signal. She passed just across the bows of the sampan, so close that the bows of both craft touched as they passed. The coxswain took no step to avoid a collision, and did not stop, or go ahead. Witness took no notice of this and would not have complained if the subsequent action of the coxswain had not been what it was. After witness landed at Blacke Pier the same launch came up full speed, crushing in between the pier and the sampan, again colliding with the latter and nearly breaking one of her oars. Witness called the constable who was on duty on the pier, and went with him on board the launch, when he found the man in charge had no certificate; the master was not on board.

P.C. Jones said, while he was on duty on Blake Pier on Friday, Captain Take made a complaint to him that the launch *Nancy* had collided with his sampan twice. He went on board, and found the master was not there and an uncertificated man was at the helm.

To Kam Wing, master of the *Nancy*, said he was not on board; he went to his master's office. One of the crew, Wong Cheung, took charge of the launch in his absence, at the request of a German named Olsson. The owner of the launch is Mr. W. S. Bailey.

Wong Cheung said he was one of the crew of the *Nancy*. He held no certificate, and was steering the launch on Friday morning. He was ordered by his master to go alongside Blake Pier. His master is Mr. Johansen. It was Mr. Olsson who told him to go to the pier. He was on the wharf.

Mr. Taylor said:—I consider that To Kam Wing was guilty of negligence in leaving his launch in charge of an uncertificated man, and I order his certificate to be suspended for one month.

SATURDAY'S GYMKHANA.

Storm of wind and rain are by no means uncommon at the Happy Valley on the days fixed by the Jockey Club management for the holding of a gymkhana. On Saturday, however, visitors had a perfect July afternoon with the result that quite a large number of ladies and gentlemen visited the enclosure and thoroughly enjoyed the entertainment. This was the third meeting provided by the Gymkhana Club this season, and like its predecessors produced several fine races with exciting finishes. The band of the 2nd Royal West Kents provided music during the afternoon. Brief results of the events are as follows:—

1.—4 p.m.—THE "AU REVOIR" CUP—Presented.—THREE-QUARTAR MILE FLAT RACE HANDICAP.—For all China Ponies. Jockeys who have won an official race in Hongkong or China 2 lbs. extra; non-winning Jockeys allowed 5 lbs. Entrance fee $5. 2nd Prize: $25.

Messrs. Macdonald and Alderton's Banzai (ost 2lbs (Mr. Alderton) 1
Mr. Darius' Bonaventure, 11st 8lbs ..... (Mr. Gegg) 2
Mr. Simcock's Mick, 9st 11lbs..... (Mr. Simcock) 3
Captain Leslie's Ledbury, 9st 10lbs ..... (Captain Leslie) 0
Mr. Gedge's Subterfuge, 11st 7lbs ..... (Hon. Mr. May) 0
Mr. Cruickshank's Black Cherry 10st 12lbs (Mr. Cruickshank) 0

At the village end Mr. Cruickshank had a spill, and fortunately escaped unhurt. Banzai immediately drew out of the bunch and beat Bonaventure for first place. Time 1m. 36 secs.

POLO PONY SCURRY—ONE FURLONG ROUND POST—For all bona-fide polo ponies to be passed as such by the committee of the Club. Catch weights at 12 stones. Entrance fee $3. 1st prize: presented by G. C. Moxon, Esq. 2nd prize: $25.

Ben Wyvis... ... ... (Mr. Johnston) 1
Highlander ... ...(Mr. Moxon) 2

The other starters were: K.O.S.B. (Mr. Cruickshank), Silver Queen Rose (Mr. Gedge), Yellow Peril (Mr. Menocal) and Hackenschmidt (Mr. Beresford).

3.—5 p.m.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile.—Value $400. For all China ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning Subscription griffins allowed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra. Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring most marks in the races for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 15 lbs. Entrance fee of $5 to go in the purchase of a memento to the winner of each race, and $25 to second pony out of the club funds. At the conclusion of the season a cup, value $100, will be presented to the owner of the pony obtaining the second highest number of marks.

Hon. Mr. C. W. Dickson's Ca Canny, 11st 2lb (Mr. Johnstone) 1
Mr Macdonald's Highland Laird, 10st 8lbs (Mr. Alderton) 2
Mr. H. P. White's Beancake, 10st 13lbs ... (Mr. Cruickshank) 0
Mr. E. Owen's Grafton, 10st 8lbs ... ... (Mr. Cegg) 0

The race proved somewhat exciting as quite a number of tickets had been taken in the "pari" on Beancake, whose fanciers had just cause for believing he would shape himself well in the small field of four. He maintained the lead once round and out beyond the 'footer' stand well on to the Rock, where his backers noted with regret that the incline began to tell on him. The Highlander raced level with him for some distance and Mr. Dickson's CaCanny, responding to Johnstone's call, got ahead and won the event in 2m. 9 3/5.

4.—5.30 p.m.—LADIES' NOMINATION.—Different coloured ribbons are put into sealed envelopes and given to the ladies. Gentlemen ride over hurdle to flag, dismount and take an envelope which will be concealed in one of three baskets of sawdust, ride back over hurdle to winning post. Lady possessing corresponding colour to that in envelope carried by gentleman first past post wins. Entrance fee $3. 1st and 2nd prizes presented by the Club.

Johnstone, nominated by Miss Berkeley ... 1
Cruickshank, nominated by Mrs. Gedge ... 2

5.—6 p.m.—HURDLE RACE CHALLENGE CUP.—Value $150.—Distance about one mile. For all China ponies. Catch weights at 10st. 10lbs. Winner of a jump race to carry 5lbs. extra. Jockeys who have won an official race in Hongkong or China penalized 2 lbs. Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring the most marks in the races for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in the subsequent starts for the cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 15 lbs. Entrance fee of $5 to go in the purchase of a memento to the winner of each race, and $25 to second pony out of the club funds. At the conclusion of the Season, a cup, value $50, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. N. H. Rutherford's Nomination,... ... 10st. 10lbs. (Mr. Simcock) 1
Hon. Mr. W. J. Gresson's Glenburn,... ... 10st. 10lbs. (Mr. Leslie) 2
Mr. J. Johnstone's Ben Royal, 11st. 1lb. ... (Mr. Johnstone) 3

Won by half a length.

6.—6.30 p.m.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China Ponies. Jockeys who have won an official race in Hongkong or China penalized 2 lbs. Non-winning Jockeys allowed 5 lbs. Entrance fee $5. 1st Prize: A Cup presented by W. A. Cruickshank Esq. 2nd Prize: $25.

Mr. Macdonald's Highlandman, 10st 2lbs ... (Mr. Alderton 1
Mr. Darius' Bonaventure, 11st 4lbs ... ... (Mr. Johnstone 2
Mr. Gedge's Subterfuge, 10st 12lbs (7lbs ... overweight) (Mr. Gedge) 0
Mr. J. H. Lewis' Aladdin, 11st 4lbs ... ... (Hon. Mr. May) 0
Mr. Inglis' Forward 10st. 11lbs (8lbs... ... overweight) (Mr. Inglis) 0

Bonaventure started a hot favourite, but fortune favoured Macdonald's mount who slipped past the post in an easy canter.

Time 2m. 47 1/5.

GREAT NAVAL DRY DOCK

FOR CAVITE.

A floating city—that is what the great navy drydock is that is to be brought out for use at Cavite. It is the largest floating dock, in point of lifting capacity, in the world. It was launched early in June and should be through with its tests and ready to start on its long voyage to the Philippines early in August, says the *Manila Times*.

Washington, D. C., June 4:—The Cavite floating drydock, a marvel of the marine world, completed at the works of the Maryland Steel company, at Sparrow Point, was launched with appropriate exercises yesterday.

The dock is the greatest in all the world, not in size, which does not count when applied to drydocks, but the largest in capacity. With flush decks and no water in the compartments, she will accommodate a vessel of 24,447 tons, although there are no warships of that enormous tonnage in the United States navy. With her decks flush and one foot of contained water she will accommodate 22,547 tons, and with two feet freeboard and one foot of water she will hold a vessel of 18,747 tons. The contract called for the accommodation of only 16,000 tons.

The monster will be ready for her test the latter part of June. She will be towed from Sparrow Point to Solomon's Island, at the mouth of the Patuxent river, where the test will be made. First a merchant ship will be docked, and then the largest and heaviest warship in the United States navy will be lifted from the water. The test will consume about two months, after which the machine will sail for Cavite.

During the test a board of naval officers will convene, and after witnessing the test will decide whether or not she has come up to the terms of the contract. The board probably will consist of a captain of the line, two line engineer officers, two officers of the construction corps and two of civil engineer corps of the navy.

The designer is Mr. Gerhard Styrlander, chief draftsman of the Maryland Steel company. He won in competition with six or seven sets of plans submitted by other concerns to the bureau of yards and docks of the navy department, in whose field the building of the dock comes. Mr. Styrlander is responsible, from the builder's side, for every bit of material that goes into or has gone into the construction of the dock.

Mr. Leonard M. Cox of the civil engineer corps of the United States navy is the supervising engineer appointed by the navy department to see that the work is properly done on behalf of the bureau of yards and docks. So far he has approved of every specification, and the board which decides the capability of the drydock will hold him accountable if anything is amiss.

The contract price for the drydock was to have been $1,124,000, but this has been increased somewhat by expenditures for various things, such as patent paint, pneumatic tubes, etc., which have been recommended by Mr. Cox. The contract time in which the steel company was to have finished the dock was twenty-seven months. The first plate was laid on August 27, 1903, and the approaching completion of the dock makes it nearly a month ahead of time.

The Cavite drydock is not as long as the Algiers (La.) dock, which was also built for the navy by the Maryland Steel company, but it is wider and deeper, and has a much greater capacity. It is 500 feet long, 100 feet wide between fenders, 134 feet wide over all, 18 feet 6 inches depth of bottom and 63 feet 8 inches high from bottom to top. The side walls are 14 feet wide.

One feature of the dock, and one which has never before been employed, is that it is built in three divisions. The utility of this is that it is able to dock itself, for, like all floating bodies, the bottoms become foul with sea growth and barnacles, and it is necessary for them to be kept clean.

One of the divisions, or sections, is long, and two are smaller. When the bottom of the large section needs cleaning its compartments are pumped dry, thus raising it as far out of the water as possible. Then the two small sections are sunk and run under the big one. They are pumped out of the water.

The dock is being built on shore. A deep pit, about eleven feet under the mean water line, was made, and a cofferdam was constructed to keep out the water. Piles were driven and the plates for the dock laid. When time for launching comes the cofferdam will be taken away and the water allowed to flow in and float the big shell.

Nearly 500 men have been employed on the structure at one time, and now 300 painters are working on her sides. These men after finishing one section will move off to another, each carrying a paint bucket and wearing clothing completely covered with splashings of the red paint.

In the painting alone 150 tons of red lead have been consumed, and in the construction 9,200 tons of steel were used.

The dock will have a bunker capacity of eighty tons, and the anchors and anchor chains will weigh another fifty. Ready for docking, her total weight will be 10,600 tons.

Three 34-inch centrifugal pumps, the steam for which is furnished by three separate 225-horsepower Babcock & Wilcox boilers, will pump out or flood the dock. These pumps are controlled in the engine room. On the port side, forward, is the valve house, where there are twenty-four levers. The three sections of the deck are divided into sixty-four watertight compartments, and each of these levers controls the flooding and pumping of several compartments. A telephone gives communication with the boiler room and a pneumatic valve in the valve house announces the amount of water in the dock.

On the starboard side is a machine shop, the quarters for officers and crew, kitchen and bath rooms. The machine shop is forward. It is fitted with every appliance for minor repairs. On this side of the dock is the distilling apparatus, which has a capacity of 2,500 gallons of sea water distilled in a day. It will be principally for feeding the boilers. Three tanks contain the distilled water, and electric light plant on the port side gives light for the entire structure.

Everything possible for the comfort of officers and crew has been provided. Their quarters are on the starboard side. The officers will occupy large and commodious staterooms, that of the dockmaster being large enough for an office as well as a sleeping apartment. Next to the row of officers' staterooms is their messroom. Between this and the one of the crew is the galley, which is fitted with a large range and with hot and cold water. It has, like the boiler and engine rooms, a cement floor. The pantry adjoins and next to it is the crew's messroom, and farther on, between their messroom and the machine shop, is the bunkroom of the crew. Accommodations are provided for nine officers and twelve men, though it is not likely that there will be so many officers.

The officers in command of the drydock are not commissioned officers of the United States navy, but belong to one of the sub-departments.

A bath room is provided for officers and crew, with hot and cold water. On the port side, just aft of the boiler room, is a shower bath for the firemen.

Running clean through the ventilating system, is a large fan whirling fresh air into every corner. It is propelled by steam. Ventilators are thus dispensed with, except over the boiler room, where there are two.

At the forward end of the dock a bridge connects the walls. Two lifeboats are carried.

Although no arrangements have been made public yet concerning the sailing of the dock for Cavite, it is probable that the route will be around the Cape of Good Hope. It is probable that two large ships will tow her.

At Cavite, which is a short distance down Manila bay from the city, the drydock will be made fast near the shore.

The next largest floating drydock in the world is the Algiers dock, which was also built by the Maryland Steel company and is stationed at New Orleans. It has a lifting capacity of 17,500 tons.

The Bermuda dock, which was built in England, has a lifting capacity of 16,500 tons. The Pola dock, owned by Austria, has a capacity of 15,000 tons. The Stettin dock, owned by Germany, has a capacity of 11,000 tons. The Pensacola dock of the United States government, and formerly located at Havana, in 450 feet long, with a lifting capacity of 10,000 tons.

SERIOUS FIRE ON THE S.S. "VOLGA."

NARROW ESCAPE OF OFFICERS.

The British steamer *Volga*, chartered by the O. & O. Steamship Company, brought to Kobe a cargo of American cotton and iron. The work of discharging was commenced on Tuesday and was continued on the following day, reports the *Japan Chronicle* of 8th inst. On Thursday morning everything on board was as usual, but at 10 o'clock a dense volume of smoke burst from the after hold and it was apparent that a somewhat serious fire, which had no doubt been smouldering for some time, had broken out. The Master, Captain J. Pattie, was ashore at the time, but on being informed of the outbreak returned to the vessel with all speed. In the meantime the officers and crew did everything possible to quell the flames and the fire signal was hoisted.

In a very short space of time boats were put off from the Austrian cruiser *Kaiserin Elisabeth*, with a number of men and fire extinguishing appliances, hand pumps and diving apparatus. The ship's doctor accompanied the volunteers, and this was fortunate, as he was able to render invaluable assistance. When the flames had been got under, the Chief Boatswain of the *Kaiserin Elisabeth* descended into the hold, but was soon overcome by the fumes and was in such a serious condition that he had to be conveyed to the cruiser, but, we are glad to learn, subsequently recovered. Several of the others were temporarily overcome, even the diver being somewhat affected. Captain Pattie and some of his officers were also partially asphyxiated when the smoke was at its worst, Mr. Jones, the First Mate, being very seriously affected. Indeed, had it not been for the prompt assistance of the *Kaiserin Elisabeth's* doctor, who worked at artificial respiration for some while before Mr. Jones regained consciousness, it is doubtful whether he would have recovered. Although he was in a weak state yesterday and unable to take any part in the further work of extinguishing the fire, he was progressing favourably, and will probably soon be himself again.

All the men from the Austrian cruiser worked unceasingly during the whole of Thursday, not leaving the vessel until late in the evening. The Water Police also rendered valuable assistance in combating the fire, as also did the Kawasaki Dockyard Company's men. Indeed, Captain Pattie speaks most highly of the kindness and promptitude shown by all who came to his assistance, and it is evident that his own men worked admirably.

How the fire originated it is impossible to say, but it may be surmised that it was due to spontaneous combustion. There were some 3,000 bales of cotton, together with a quantity of iron work, in the holds, all of which was consigned to Kobe, and the greater part of the former is damaged by fire and water. Fortunately the vessel itself, which is only some eighteen months old, sustained very little damage, but yesterday morning the cotton was still smouldering, the hatches remaining sealed. It was decided to avoid further danger by filling up the lower hold with water. At no time during the fire was the other shipping in the harbour threatened, the *Volga* lying far out.

Yesterday Captain Pattie forwarded a letter in the following terms to Captain Mirti, in command of the Austrian cruiser *Kaiserin Elisabeth*:—

"Sir,—Please accept and permit me to tender you my most grateful and heartfelt thanks for the prompt and valuable assistance rendered by you in overcoming the fire on board my steamer *Volga* yesterday. Such kindness and assistance rendered to me, of a different nationality from yourself, has a significance which I most deeply appreciate, but which my words fail to express. The memory of your very great kindness shall always remain one of my most precious recollections."

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 16th July, 1905.

	Library	Museum
Non-Chinese.....	311	52
Chinese	115	731
Total.....	426	783

THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The principal scores in the competition in the above Association on Saturday were as follows:—J. H. Pidgeon (Winner), 61 Scr. = 61, L. G. Bird, 57 + 4 = 61, W. Goodfellow, 59 Scr. 59, A. Mackenzie, 59 Scr. = 59, P. L. Miller, 41 + 16 = 57, J. C. Peter, 53 + 2 = 55, W. B. Boyce, 42 + 8 = 50, J. Whittall, 49 Scr. 49, W. G. Winterburn, 41 + 8 = 49, O. Marriot, 24 + 24 = 48, C. Cotter, 41 + 6 = 47, G. H. Harston, 22 + 24 = 46, Hon. L. A. M. Johnston, 39 + 6 = 45.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/10
Do. demand	1/10 15/16
Do. 4 months' sight	1/10 13/16
France—Bank T.T.	2/36
America—Bank T.T.	52
Germany—Bank T.T.	1.92½
India T.T.	140
Do. demand	141
Shanghai—Bank T.T.	72
Singapore T.T.	6⅞
Japan—Bank T.T.	92½
Java—Bank T.T.	113

Buying.

4 months' sight L/C.	1/10 15/16
6 months' sight L/C.	1/11 1/16
30 days' sight San Francisco & New York	46½
4 months' sight do.	47
30 days' sight Sydney and Melbourne	1/11 3/16
4 months' sight France	2.40½
6 months' sight "	2.42
4 months' sight Germany	1.97
Bar Silver	27 3/16
Bank of England rate	2½
Sovereign	10.58

THE public will be interested to learn, says the *Japan Chronicle*, that Admiral Togo is receiving large numbers of letters from all parts of the world congratulating him on his recent victory. Some of the letters are addressed direct to the Admiral and others to the Navy Department. On the 5th inst. over five hundred letters were forwarded to the Commander, and of these the largest number were from Germany and Austria. Next in numerical order were letters from Switzerland, Sweden, Spain, Holland, Belgium, Canada, America, and Great Britain. Only one was from France.

To-day's Advertisements.

NOTICE.

BY Order of the Board of Directors I have this day handed over the Management of the Hongkong Branch of the DEUTSCH ASIATISCHE BANK to Mr. HUGO SUTER.

M. HOMANN,
Manager.

Hongkong, 17th July, 1905. [747

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

THE Undersigned takes charge from this date.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 17th July, 1905. [748

NOTICE.

HAVING resigned my position of ASSISTANT MANAGER at the MACAO HOTEL, I now beg to thank all my friends and acquaintances for every mark of friendship and courtesy shown to me, and to offer them my services at house No. 9, CALÇADA DO MONTE.

JAYME DOS SANTOS.

Macao, 17th July, 1905. [749

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 16th July, 1905. [8

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 20th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 17th July, 1905. [750

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SYDNEY,"

Captain Combe, will be despatched for the above Ports, on or about MONDAY, the 24th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 17th July, 1905. [7

Intimations.

ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY IMPLICITLY ON GETTING FROM US

PIANOS OF THE HIGHEST CLASS

EMBODYING THE VERY BEST MUSICAL AND WEARING QUALITIES, AT MODERATE PRICES.

OUR CLIENTS HAVE THE ADVANTAGE OF OUR 30 YEARS' EXPERIENCE AS EXPERTS, DEVOTED EXCLUSIVELY TO THE PIANO TRADE.

WE ARE BY FAR THE LARGEST IMPORTERS AND MANUFACTURERS IN CHINA, AND STOCK THE GREATEST VARIETY OF MAKES.

Hongkong, 8th June, 1905 [531

THE

"BURLINGTON."

2, PEDDER'S STREET,

OPPOSITE THE HONGKONG HOTEL.

DRESSES AND HATS OF THE LATEST FASHION MADE ON THE SHORTEST NOTICE AT MOST REASONABLE CHARGES.

A Very Large Assortment of

HATS (Trimmed and Untrimmed), MUSLINS, SILKS, PONGEE SILKS,

AND

The following from well-known Parisian Houses:—

CHEMISES, UNDER GARMENTS, LACES, COMBS, SILK UMBRELLAS, &c.

At Prices unprecedently low.

HATS MADE AND TRIMMED BY OUR OWN MILLINER.

TELEPHONE No. 536.

Hongkong, 15th July, 1905. [714

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

From	Steamers	Due
GLASGOW and LIVERPOOL	"PATROCLUS"	18th July.
GLASGOW and LIVERPOOL	"PAKLING"	18th "
GLASGOW and LIVERPOOL	"ACHILLES"	28th "
GLASGOW and LIVERPOOL	"ANTENOR"	3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	4th "
GLASGOW and LIVERPOOL	"ORESTES"	5th "
GLASGOW and LIVERPOOL	"ULYSSESS"	9th "
GLASGOW and LIVERPOOL	"OOPACK"	9th "

S.S. "Pakling" left Singapore at daylight on the 13th inst., and is due here on the 18th.

HOMEWARD.

For	Steamers	To sail
LONDON, AMSTERDAM & ANTWERP	"HYSON"	18th July.
*GENOA, MARSEILLES & L'POOL	"TELEMACHUS"	24th "
LONDON, AMSTERDAM & ANTWERP	"AJAX"	1st August.
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	15th "
*GENOA, MARSEILLES & L'POOL	"STENTOR"	20th "
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	28th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

For	Steamers	To sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *via* NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	18th July.
	"MACHAON"	7th August.

WESTWARD.

From	Steamer	Due
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TELEMACHUS"	18th July.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th July, 1905. [1

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
SHANGHAI	"KIOKIANG" †	18th July.
CHEFOO and NEWCHWANG	"HUPEH"	18th "
MANILA	"TAMING" *	18th "
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"CHIHLI"	21st "
YOKOHAMA and KOBE	"TSINAN"	22nd "
SHANGHAI	"YOCHOW" †	23rd "
CEBU and ILOILO	"SUNGKIANG" *	29th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN" * †	2nd August.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th July, 1905. [6

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 22nd July, at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 29th July, at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 15th July, 1905. [5

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"INDRAWADI"	31st July.
"SIERRA BLANCA"	20th September.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 17th July, 1905. [11

BOO CHEONG,
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Ellams Duplicator.

Hongkong, 23rd February, 1905. [64

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904. [61

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M., if tide permits.

FARES:—Week Days, 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, $1; Return, $2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of $2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation, for two or more passengers, will be charged $3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 13th June, 1905. [14

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

	Tons	Captain
"KWONG CHOW"	1,309	J. P. MARTIN.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ...$4
Meals ...$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 26th June, 1905. [17

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"
1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9.30 P.M., returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she make an EXCURSION TRIP to MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES:

First class single journey	to Macao	1.00
	with Cabin	2.00
" " return	to Macao	2.00
	with Cabin	3.00
Second " single		80 Cents.
" return		$1.50
Third " single		30 "
" return		50 "

Breakfast, Tiffin or Dinner $1 each only. Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. *Perseverance*.

For further information, apply to the Office of
YUK ON S. S. Co., LD.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905. [523

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"ST. HUGO"	4th August, 1905.
"SHIMOSA"	to follow.

For Freight and further Information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 30th June, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA	*LAISANG**	TUESDAY, 18th July, Noon.
TIENTSIN	*WOSANG*	TUESDAY, 18th July, 3 P.M.
SHANGHAI	*TAKSANG* †	TUESDAY, 18th July, 3 P.M.
SHANGHAI VIA NINGPO	*TUNGSHING* †	FRIDAY, 21st July, 3 P.M.
S'GAPORE, S'RABAYA & SAMARANG	*CHUNSANG*	FRIDAY, 21st July, 3 P.M.
MANILA	*YUENSANG**	FRIDAY, 21st July, 4 P.M.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 15th July, 1905. [460

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldtmann	July 22nd, 1905.
"ARABIA"	4,483	Metzenthin	August 12th, "
"ARAGONIA"	5,198	Schuldt	September 1st, "
"NICOMEDIA"	4,370	Wagemann	September 26th, "

The S.S. "Arabia" left Portland on the 2nd inst., and is expected to arrive here on August 3rd.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

12]

Intimations.

AN APPEAL.

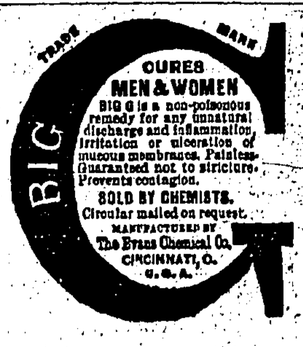
THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1801



Intimations.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD
HONGKONG.

CABLE ADDRESS,—*Telegraph*, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages $1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,
PAMPHLETS,
CARDS,
CIRCULARS
EXPRESSES,

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road
Hongkong.

THE WHITE MAN IN THE TROPICS.

DOES HE DETERIORATE?

AN ASPECT OF THE LABOUR PROBLEM.

A DOCTOR'S CONCLUSIONS.

In view of the fact that Mr. Watson and a bunch of his parliamentary following have returned from their pilgrimage to Northern Queensland fully "convinced" that the white man can work in the tropical sugar-fields, it is interesting, and perhaps useful, to refer back to a most suggestive paper read by Dr. Ahearne, of Townsville, before the Catholic Congress held in Sydney in 1900. Dr. Ahearne, who had been collecting facts and recording observations over a series of years, called his paper "The Effects of the Tropics upon the White Australian." The paper was written with the Commonwealth legislation on the subject still in the future, and among thoughtful men it attracted wide attention at the time.

In the course of the paper Dr. Ahearne said:—"The white race in the North Queensland is undergoing modifications, physically, mentally, and morally. Physically—in a decided narrowing of chest capacity and of the trunk generally. Also there is a less decided though definite tendency to disproportionate elongation."

Comparing the measurements of boys on the North Queensland coast with boys of like ages in England, the average girth of chest Dr. Ahearne found to be as follows:—

In England.	North Queensland.
At 10 years is 25½ inches	At 10 years is 24 inches
At 11 years is 26½ inches	At 11 years is 24½ inches
At 12 years is 27½ inches	At 12 years is 25½ inches
At 13 years is 28½ inches	At 13 years is 26 inches
At 14 years is 29½ inches	At 14 years is 27 inches
At 15 years is 30½ inches	At 15 years is 28 inches

Now as to height.

"When the arms are placed horizontally during moderate expiration, the circumference under the nipples and the angles of the shoulder blades should be equal to half the length of the body. However, in North Queensland, I find that the mean length of the bodies of 58 boys exceeds the mean circumference of the chest by 1 15-16in.—that is to say, in North Queensland a boy is two inches taller than he ought to be. What of that? Ah! in these days of scientific economy it is hydraulic waste; it is pumping a column of fluid two inches more than was normally intended, 79 times per minute for every 24 hours, year after year, until the pump is prematurely worn out, if accident does not throw it violently out of gear."

And what is the effect of the narrow chest?

This, said the author of the paper, must affect individual suitability for cosmopolitan residence and occupation. While the Englishman is furnished to undergo the trials of the tropics, the tropical white native is not framed for residence in the harsher countries. Indeed, in the latitudes he has made his own the tropical resident of some years' standing possesses less endurance than his fellow-workman imported from a more bracing locality.

"I remember," Dr. Ahearne related, "making an official visit to report on the sanitary state of a camp in the neighbourhood of a big engineering work which was being carried out by southern contractors. One of the firm told me he had employed local men at the beginning of the operation, and for a time, a short time only, matters progressed with satisfaction. The work was hard, and gradually one after the other the hands retired, admitting they needed a spell. Substitutes from the southern colonies were brought to fill their places. This was not a question of wages—it was simply a case of getting work done in a certain time, and local men, I was assured, failed to support the necessary strain.

"The vital redress of the blood depends primarily on the supply of oxygen, so that diminished lung area, which is air surface, means impairment of blood—in popular language, thinness of blood. Our women, therefore, are pale, and suffer exhaustion on the demand upon their vital energy, and it requires no argument; surely the statement is sufficient to gain adhesion to the proposition that a woman to be a mother should not be anæmic, listless, jaded, offering—as somebody has neatly said before me—the silent plea of a spiritless nonpossumus. The children, however, who live, thrive in their first years until the influence of climate overcomes that of race."

In India the third generation of whites had been found to be of the utmost desirable limit. There may be a special intervention of Providence that favours the white North Queenslander, but Dr. Ahearne took the liberty of doubting it.

Advancing to the mental effects, as displayed in temperament, Dr. Ahearne says:—

"The everlasting sun's heat makes people selfish. In the tropics, a man to be a nice man should sit down under a shady tree all day and eat fruit.

"Contrast the present good-tempered Hawaiian—lover of flowers, dilletante consumer of vegetables—with the Solomon Islander, who raids his neighbour to devour his flesh. Good fighters, these tropical beef-eaters—cruel, quick, full of nerves!

"And as our climate resents activity, we eat much beef to yield energy and defy climate. We eat beef very young, and we get energy—nerve—voluntarily. Our children love school with an unnatural liking—it is morbid!"

But Dr. Ahearne did not wish to say that North Queensland had no morals of any kind. As regards sexual morality, pure and simple, statistics seemed to prove that they stood somewhat better than the people of this State.

Coming to the political aspect of the problem, Dr. Ahearne significantly remarks—it makes strange reading at this time of day:—

"It should be the prayer of all that the gentlemen soon to be commissioned by the southern constituencies will be temperate in their meddling with tropical affairs. I do not wish to touch upon anything political; but it is an economic question of deep universal concern to the whole Australian nation, the question of how work is to be done in the tropical plains and jungles, and that question will no doubt be raised in the Federal Parliament. It merely occurred to me to make use of my little effort in attempting to draw a moral, as it were—a commonsense moral—and my excuse is the sad experience we were forced to go through in North Queensland. We suffered a set-back that generations will not overtake, when a zealous but impracticable politician encouraged the insensate demand of a thoughtless democracy, and raised himself to power with the cry of 'No coloured labor in the cane-brakes—perish the sugar industry rather!'"—*Sydney Daily Telegraph.*

WOMAN'S TRUE MISSION IN LIFE.

CARMEN SYLVA, THE POET QUEEN OF ROUMANIA, DEFINES HER SEX'S REAL VOCATION.

Alike in the natural and the spiritual world, the true vocation of woman is simply motherhood. This, I am convinced, is her high calling, with which she may well rest content. But it has come to pass of late that women strive to manifest their mental powers in other kinds of work. The material aspect of life has grown more complicated in our day, and it is a great pity that we cannot return to the simplicity of former times.

After all, country life would always be the true ideal: to pass one's days peacefully on one's own land, whose produce should suffice for simple wholesome food, to allow the style of one's dress to be regulated rather by one's own artistic taste and regard for health and comfort than by the dictates of fashion, and, undisturbed by the noise and bustle of the crowd. What a contrast to this idyllic picture does the world at this moment present, with people living herded together in great cities, and cooped up in monstrous overcrowded houses within narrow streets, where they can hardly drink in a breath of fresh air nor see a leaf growing, but where each one, instead of giving his thoughts to higher things, is generally busied with his neighbour's affairs.

THE POWER OF WOMAN'S INFLUENCE.

How fair this world might yet become under the beneficent sway of woman of high breeding and noble culture did they but earnestly give up their whole souls to the task of making the influence felt to the most remote circles. But the women of the present day seem disposed to de cend from their lofty pedestal. Is it possible that they will not perceive, ere it be too late, their fatal and irretrievable mistake? Women should never forget that they stand on a superior level, and when they place themselves on an equality with man they do but descend from those heights. It is the natural instinct of man to venerate woman, first in the person of the mother who bore him, next in that of his wife, then again of the daughter, or it may be of the sister or sisterly friend who watches over his children. It is not too much to say, that in all times and places, and under all circumstances soever, a truly womanly woman will hardly fail to obtain proper deference from man. And if the latter sometimes assume too lordly an air towards the weaker sex, that is perhaps altogether unintentional. For men are in some respects just like children, who are quite unconsciously the greatest tyrants to those they love best. In the same way, in the hour of trouble, in sickness and fatigue, our husbands and our sons seem to us just such dear spoilt children, whom we must do our best to help and comfort, however inordinate the claims may be which they make on our sympathy and indulgence. Ah! if women could but learn that they are here not to be understood but to understand others, that herein lies a great part of their mission upon earth!

Men rarely understand the nature of woman; their own sentiments are much less complex and less highly elaborated, and they seldom have time or inclination to study the delicate, intricate machinery of a woman's soul. A man is generally satisfied, when he returns home tired after the day's work, to find a comfortable fireside awaiting him; he fancies the simple, honest affection he gives his wife ought to content her also, and he certainly will not trouble his head about any deeper psychological problem involved.

Every woman should remain more or less of a sphynx even to her own husband, so that he may always find in her some new riddle to solve; the mystery that envelops her is one of her greatest charms in his eyes, and the feeling with which it inspires him is one of well nigh religious awe.

SUFFERING IN SILENCE.

Few women have the philosophy to overcome or even the worldly wisdom to hide their jealousy, if they fancy they have just cause of complaint against their husbands. It is a pity they cannot understand how much they would actually lessen their own suffering by the effort to hide them. If they could, surely many a wife would spare her husband the hysterical outbursts, the tears and scoldings, which can only tend to alienate still further his affections, without affording herself the slightest relief.

Nature has invested woman with a twofold nimbus, as virgin and as mother, and often bestows the martyr's crown in addition to both these. Surely this consecration should suffice for our pilgrimage through this sad world.

[From "The Vocation of Women," by Carmen Sylva, in the June "National Review."]

MARIE CORELLI.

SOME FACTS ABOUT HER.

Marie Corelli will always be somewhat of a mystery to the world at large, who regard her as a remarkable person, and seek to find her counterpart in her novels. She lives at Stratford-on-Avon, in Hall's Croft, all the summer, a delicious old house which 250 years ago was the home of Susannah Shakespeare, who married Dr. John Hall. The house is of the Elizabethan period, with all the picturesque accessories of gabled windows, climbing ivy, low ceiling, oak stair-cases, etc. At the back is a marvellous garden, the garden that Marie Corelli loves, a wilderness of colour and sweetness. Here she works and reads and plays her mandoline in idle, weary, or troubled hours. Here she receives her most intimate friends, and in hot July days—which she loves like a salamander—she has afternoon tea after the hard day's work. She works very hard undoubtedly, and turns out books with a rapidity which argues many hours of arduous industry. She writes every book twice; she never uses a type-writer or writes by dictation, and her manuscript is always clear and accurate. She is up early, breakfasts in her workroom, writes for four hours at a stretch, and allows herself no recreation until just before tea, when she goes for a walk, or to drive. When in London she lives with an old friend, Miss Vyver, in the house of the late Dr. Mackey, Longridge-road, Kennington. There she leads as much the live of a recluse and worker as in the country. She hates all social life and obligations, and rarely goes into Society. She is intensely sympathetic, and when writing "Wormwood" was carried away by her own fancies and creations. She studied the absinthe fiends and watched them in the horrible little cafés they frequent, until she became quite sympathetically excited over the conditions of the poor wretches of whom she was writing. A hard-working, book-loving, enthusiastic, and rather pugnacious little person is the real Marie Corelli.

A RUSSIAN SOLILOQUY.

Togo or not Togo—that is the question,
For if to go be not To-go, yet still
To stay may be Togo—so there's the rub.
Say, is it nobler in our hulls to take
The shells and mines of these unerring Japs.
And being rattled in the thick of fight
To add our own to help the work along,
Or show clean heels across the Chinese Sea
To rest in peace secure, perchance to dream
Of trawlers that we think torpedo boats?
And yet to go may be Togo, alas!
His very game by losing is not lost.
His multifarious spirit walks abroad
O'er all the world-wide seas. And should we flee
The undiscovered Togo, from whose trail
No mariner escapes, confuse the will
And makes us rather face the Japs we know
Than heedless fly to those we know not of.
'Tis thus these Japs make cowards of us all,
Could I once set a steady foot on land,
I'd hit the trail across Siberia's plain,
Where Togo's not allowed to go; and haste
To throw my sword before the mighty Tsar,
And hear with joy his word of punishment;
"Back to the mines!" be they not Japanese.

—*Christian Guardian.*

Shipping.

ARRIVALS.

Bedouin, Br. s.s., 2,245, H. Sandow, 14th July, —Moji 9th July, Coal.—D. & Co., Ld.
Prinz Waldemar, Ger. s.s., 3,227, C. Woltemas, 15th July,—Yokohama 5th July, Gen.—M. & Co.
Ithaka, Ger. s.s., 1,440, Eckhorn, 15th July,—Chinkiang 10th July, Gen.—H. A. L.
Haimun, Br. s.s., 636, A. J. Robson, 16th July, —Tamsui via Amoy and Swatow 15th July, Gen.—D., L. & Co.
Bangkok, Ger. s.s., 1,236, F. Busche, 16th July, —Bangkok 9th July, Gen.—B. & S.
Johanne, Ger. s.s., 952, Ipland, 16th July,—Haiphong 12th July, and Hoihow 15th, Rice, Gen., Pigs and Bullock.—J. & Co.
Chihli, Br. s.s., 1,143, G. Hooker, 16th July,—Tientsin 10th July, Gen.—B. & S.
Ardova, Br. s.s., 2,270, W. L. Smith, 16th July, —Moji 10th July, Coals.—M. B. K.
Shawmut, Am. s.s., 6,195, V. Roberts, 16th July,—Tacoma and Manila 13th July, Flour.—D. & Co., Ld.
Yuensang, Br. s.s., 1,128, P. H. Rolfe, 17th July,—Manila 14th July, Gen.—J., M. & Co.
Hue, Fr. s.s., 705, Godineau, 17th July,—Quang-chow-wan 16th July, Gen.—A. R. M.
Baralong, Br. s.s., 2,661, G. D. Jenkins, 17th July,—Singapore 11th July, Gen.—N. Y. K.

Clearances at the Harbour Office.

Frithjof, for Swatow.
Helene, for Swatow.
Lydia, for Shanghai.
Chihli, for Canton.
Taishan, for Swatow.
Tintau, for Bangkok.
Hupeh, for Chefoo.
Baralong, for Nagasaki
Hoi Tin, for Kwong-chow-wan.
Pundua, for Amoy.

Departures.

July 16.

Triumph, for Swatow.
El Kantara, for Saigon.
Germania, for Bangkok.
Promise, for Anping.
Hedwig Mensell, for Canton.

July 17.

Frithjof, for Swatow.
Manchc, for Haiphong.
Tsintau, for Bangkok.
Emma Luyken, for Swatow.
Silvia, for Kiautschou.
Helene, for Swatow.
Bourbon, for Chefoo.
Hupeh, for Newchwang.
Kweilin, for Bangkok.
Lydia, for Shanghai.
Taishan, for Swatow.
Pundua, for Rangoon.
Chihli, for Canton.

Passengers arrived.

Per *Haimun*, from Coast Ports—119 Chinese.
Per *Bangkok*, from Bangkok—Mr. and Mrs. Clark.
Per *Prinz Waldemar*, from Yokohama—Messrs. G. N. Coultney, F. Uhl, M. Schroder, K. Machhans and B. Schreiber.
Per *Yuensang*, from Manila—Messrs. W. Moll, T. F. Chuck, A. A. Petersen, G. C. Weymen, A. McFerron, W. H. Walsh, C. W. Rosenstock, Mrs. C. B. Weltner and infant, Messrs. Yrinco San Jose, S. J. Esteban, C. Gonzalez, F. Fernandez, and 38 Chinese.
Per *Shawmut*, from Manila—Mr. and Mrs. Howard, Mr. and Mrs. Stevens, Capt. and Mrs. Crosby and child, Miss Ryden, Messrs. E. E. Diot, J. Russell, R. J. Burton, J. A. Morgan, D. C. Alexander, C. B. Stuntz, J. J. McGingan, L. Hartigan, Capt. J. M. Wheate, Mrs. Brodie and son, Mrs. Aalyn, Mr. G. M. Lack, Miss L. McDonald, Miss L. A. Colton, Col. Tutherley, Messrs. G. Nattinger, E. W. O'Brien, Mrs. E. L. Pallies, Mr. and Mrs. Briggs and children, Miss Johnston, Mr. A. Faber, Mrs. and Master Taylor, Mrs Sawa Suzky, Messrs E. R. Fox, T. St. John, W. Rogers, B. H. Smith, A. J. Long and A. W. Rider.

Passengers departed.

Per *El Kantara*, for Saigon—Mr. J. Thevenet. For Colombo—Mrs. Katerina. For Marseilles—Mr. Garnero Lorenzo.
Per *Rubi*, for Manila—Mrs. and Miss Baldwin, Mrs. Krug, Mrs. Levor, Mr. H. Jacob, Mrs. and Miss Garcia, Masters Garcia, R. and A. Danon, Mr. J. T. Mussell, Miss Maria Rolonia, Messrs. A. M. Limke, A. K. Risseo, Neely, Mrs. Risser, Mrs. Neely, Mr. J. van Conth, Mrs. Recardu Misina Di Anes, Mrs. Maria Sallanga Dy Pieng, Mr. Lyans, and Mrs. Danon.

Shipping Report.

Str. *Yuensang* from Manila:—Light variable winds, fine clear weather, smooth sea.

Str. *Haimun* from Tamsui:—Fine clear weather, smooth sea, light SW'ly breeze.

Str. *Bedouin* from Moji:—Fine weather and smooth sea; passed a number of dead bodies.

Vessels in Port.

STEAMERS.

Aldershot, Br. s.s., 1,354, Adam, 5th July,—Canton 5th July, Gen.—D. & Co., Ld.
Chunsang, Br. s.s., 1,418, R. Cox, 12th July,—Pekalongan 3rd July, Sugar.—J., M. & Co.
Craighall, Br. s.s., 2,868, Milne, 13th July,—New York 25th April, Case Oil.—S. O. Co.
Cyrus, Br. s.s., 2,174, J. W. Knox, 11th July,—Calcutta 23rd June, Coal.—Order.
Devawongse, Ger. s.s., 1,057, S. Görchen, 14th July,—Kohsichang 8th July, Rice and Meal.—B. & S.
Eva, Nor. s.s., 1,926, Salvesen, 10th July,—Cardiff 17th May, Coal.—Order.
Hero, Nor. s.s., 2,418, O. Syvertsen, 8th July,—Kuchinotsu 1st July, Coal.—M. B. K.
Kirkfield, Br. s.s., 2,291, T. B. Watson, 9th July,—Calcutta 22nd June, Coal.—J., M. & Co.
Laisang, Br. s.s., 3,460, P. M. B. Lake, 9th July,—Calcutta 24th June, Penang and Singapore 4th July, Gen.—J., M. & Co.
Machew, Ger. s.s., 995, Harjes, 12th July,—Bangkok 6th July, Gen.—B. & S.
Mariechen, Ger. s.s., 2,521, F. Geerdes, 13th July,—Saigon 9th July, Ballast.—J. & Co.
Mercedes, Br. s.s., 3,300, McGregor, 14th July, Weihaiwei 9th July, Ballast.—Order.
Mongolia, Am. s.s., 8,750, W. P. S. Porter, 11th July,—San Francisco 7th June, Honolulu 13th, Yokohama 27th, Kobe 2nd July, Nagasaki 5th, and Shanghai 8th, Mails and Gen.—P. M. S. S. Co.
Newby Hall, Br. s.s., 2,840, A. Buck, 6th July, —Barry 26th May, Coal.—Order.
Numantia, Ger. s.s., 2,804, H. Brahmer, 10th July,—Moji 5th July, Gen.—P. & A. S. S. Co.
Pronto, Nor. s.s., 838, K. Larsen, 15th July,—Haiphong 12th July, and Hoihow 14th, Rice and Sugar.—A. R. M.
Samsen, Ger. s.s., 998, F. Richwaldt, 12th July,—Bangkok 5th July, Rice.—M. & Co.
Taming, Br. s.s., 1,350, A. W. Outerbridge, 14th July,—Manila 11th July, Gen.—B. & S.
Tjilatjap, Dut. s.s., 2,495, H. Koops, 11th July, —Macassar 2nd July, Gen.—J. C. J. L.
Zambesi, Br. s.s., 2,415, Rooney, 12th July,—Calcutta 28th June, Coal.—J., M. & Co.

SAILING VESSELS.

Combribarrk, Br. 4-masted ship, 2,151, George, 2nd June,—Cardiff 2nd Jan., Coal.—Government.

Steamers Expected.

Vessels	From	Agents	Due
Tsinan	Manila	B. & S.	July 18
Pakling	Singapore	B. & S.	July 18
Austria	Singapore	S., W. & Co	July 18
China	Manila	P. M. Co.	July 19
Sachsen	Shanghai	M. & Co.	July 19
Malacca	Singapore	P. & O. Co	July 20
Athenian	Japan	C. P. R. Co	July 22
Emp. of China	Vancouver	C. P. R. Co	July 24
P. Sigismund	Sydney	M. & Co.	July 31
Arabia	Portland	P. & A. Co	Aug. 3
Ras Dara	New York	S., T. & Co	Aug. 21

Hongkong & Whampoa Dock Returns.

Travancore	at	Kowloon	Dock.
Humber	"	"	"
Germania	"	"	"
Hoching	"	"	"
Haimun	"	"	"
Shawmut	"	"	"
Mont Blanc	"	Cosmopolitan	"
Drufar	"	Aberdeen	"

Ships Passed The Canal.

Outward—14th June—*Don of Crombie, Austria.* 17th June—*Liberia, Grafton, Patroclus, Keemun, Fengtien, Verdandi.* 21st June—*Southcrove.* 24th June—*Malacca, Pak Ling.* 27th June—*Benledi.* 30th June—*Wittekind, Achilles, Agincourt.* 4th July—*Poona, Atholl, Rhenania, Pyrrhus, Stuttgart, Eormexchange, Sydney, Korana, Oceano.* 7th July—*Antenor, Candia, Glenroy, Mackaon, Marlonethshire.* 12th July—*Prinz Eitel, Friedrich.* 14th July—*Armand Behic, Oopack, Ulysses, Orestes, Indratamba.*

Homeward—24th June—*Indramt.* 4th July—*Bayern, Seyovia.* 12th July—*Socotra.* 14th July—*Kintuck, Zieten.*

Arrivals at Home—14th June—*Katsow.* 17th June—*Agamemnoa.* 21st June—*Preussen.* 24th June—*Artemisia, Teenkai.* 27th June—*Jason, Pera.* 30th June—*Schuylkill, Trieste, Ernest Simons, Slavonia.* 4th July—*Roon, Nassovia* 7th July—*Lowther Castle.* 12th July—*Laertes, Benvenue, Dardanus, Diomed, Tydeus.* 14th July—*Bayern, Benaldar, Hudson, Polynesian.*

Post Office.

A Mail will close for:—

Hoihow and Haiphong—Per *Pronto*, 18th July, 8 A.M.

Singapore, Penang and Calcutta—Per *Laisang*, 18th July, 10 A.M.

Bangkok—Per *Machew*, 18th July, 10 A.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Mongolia*, 18th July, 11 A.M.

Tientsin—Per *Wosang*, 18th July, 2 P.M.

Shanghai—Per *Taksang*, 18th July, 2 P.M.

Manila—Per *Taming*, 18th July, 3 P.M.

Shanghai—Per *Kiuktang*, 18th July, 3 P.M.

Macao—Per *Heungshan*, 18th July, 2.15 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Tjilatjap*, 18th July, 5 P.M.

Hoihow and Haiphong—Per *Johanna*, 18th July, 5 P.M.

Macao—Per *Heungshan*, 19th July, 12.15 P.M.

Europe, &c., India, *via* Tuticorin—Per *Sachsen*, 20th July, 11 A.M.

Amoy, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C and Tacoma, Wash.—Per *Shawmut*, 20th July, 11 A.M.

Macao—Per *Heungshan*, 20th July, 12.15 P.M.

Macao—Per *Heungshan*, 21st July, 12.15 P.M.

Ningpo and Shanghai—Per *Weisheng*, 21st July, 2 P.M.

Singapore, Sourabaya and Samarang—Per *Chunsang*, 21st July, 2 P.M.

Ningdo and Shanghai—Per *Tungching*, 21st July, 2 P.M.

Swatow, Wei-hai-wei, Chefoo and Tientsin—Per *Chihli*, 21st July, 3 P.M.

Manila—Per *Yuensang*, 21st July, 3 P.M.

Keelung, Moji, Kobe, Yokohama and Portland, Or.—Per *Numantia*, 21st July, 5 P.M.

Manila—Per *Zafiro*, 22nd July, 11 A.M.

Macao—Per *Heungshan*, 22nd July, 12.15 P.M.

Macao—Per *Heungshan*, 24th July, 12.15 P.M.

Europe, &c., India, *via* Tuticorin—Per *Tourane*, 25th July, 11 A.M.

Macao—Per *Heungshan*, 25th July, 1.15 P.M.

Macao—Per *Heungshan*, 26th July, 1.15 P.M.

Macao—Per *Heungshan*, 27th July, 1.15 P.M.

Macao—Per *Heungshan*, 28th July, 1.15 P.M.

Manila—Per *Ruhi*, 29th July, 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Chusan*, 29th July, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 2nd Aug., 11 A.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Taiyuan*, 2nd Aug., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 9th Aug., 11 A.M.

☞ On and after 15th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate for 4 cents for each half ounce instead of 10 cents as at present.

The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 2½d. to 2d. for each half ounce.

☞ Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtao, Sanbue, Kongmoon, Kumchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.

Alexander, D. C.
Baker, A. S.
Bingham, Mr. & Mrs. J. E. and child
Birbeck, R. J.
Bissell, W. S.
Bisney, S.
Blair, D. K.
Bonner, E. A.
Brighton, F. G.
Brought, L.
Bunner, Mr. and Mrs. W. C.
Carter, W. L.
Chambers, Mr. & Mrs H. K.
Cheshire, F. D.
Clark, Hon. Dr. Francis
Clark, Mr. and Mrs. A. R. G.
Clark, T.
Clegg, R.N., Eng. Lt. and Mrs. H. I.
Cosby, J. F.
Cosby, S.
Craig, J. C.
Cunningham, G.
Davies, F. O.
Deacon, F. B.
Doolittle, F. H.
Douglas, Capt. & Mrs. J.
Dow, G. E.
Downing, Mr. T. C.
Fawcett, L. L
Fletcher, H.
Frost B. L.
Gilbert, H.
Glover, C.
Grant, A. W.
Grone, Dr. F.
Hall, Capt. T.
Harding, R.
Harris, Capt. F.
Haslett, H. J.
Heleker, H.
Hickok, W. O.
Houlder, Mr. and Mrs. F. H.
Hurst, R.N., Engineer-Capt.
Innes, Capt. R.
Kempf, H. H.
Korr, F.
Laing, A. H.
Laing, Dr.
Large, H. J. C.
Lewis, A. R.
Lewis, L. S.
Luckie, A. R.
Macdonald, D.
Marriott, Dr. O.
Matsda, K.
Meikle, Mr. and Mrs. E.
Merlees, Mrs.
Merryless, Miss
Miller, P. L.
Moon, Mr. & Mrs. R. M.
Moore, Dr. W. B. A.
Morrison, Mrs.
Murkens, Miss
Murray, E. H.
Murray, P. C.
Newington, A. G.
Norton, G. F.
Offord, Mrs. Patey E.
Oliffe, O. C.
Pan, Mr. F. N. Le
Parfitt, W.
Peake, W.
Perkins, Mr. and Mrs. T. L.
Peterson, A. A.
Pew, C. H.
Roach, Mrs. J. S. and child
Rochet, L.
Rosenstock, C. W.
Scott, A. O.
Shaw, F. E.
Skinn, A. J.
Skott, C.
Snewin, E. A.
Soo Hoo Bong, Mr. & Mrs.
Stanley, H. H.
Stein, A. L.
Stewart, W. M.
Swindells, Dr. Edgar
Thompson, M. L.
Thornborrow, J.
Trimnell, W. D.
Uhl, F.
Usbehaun, C. H.
Vickers, R. C.
Walk, A. D.
Watkins, Miss E.
Weyman, G. C.
Wright, Mr. and Mrs.

PEAK.

Aucott, E. F.
Beattie, A.
Beattie, M. P.
Bormand, Mr. and Mrs.
Bourchelr, Mr. & Mrs.
Boyd, Capt. and Mrs.
Brown, Mr. & Mrs. D. E.
Clothier, A. N.
Cocks, Mr. & Mrs. A. E.
Darling, Col.
Dixon, Mr.
Edwards, Mr. and Mrs.
Gales, Capt.
Gallingworth, Mr. and Mrs.
Harker, B. Brotherton
Hassan, Mr. and Mrs.
Haynes, Col.
Haseland, F. A.
Helsgaun, A.
Hett, Mr. and Mrs. F. Taget
Hindekofet, Mr. & Mrs.
Hudig, D.
Jeffries, H. U.
Johnson, Rev.
Joseph, Mr. and Mrs.
Kaye, Major and Mrs.
Kelsall, Major & Mrs.
King, Dr. and Mrs.
Louder, Mr.
Macdonald, Mr.
Martin, R.
Meice, Mr. and Mrs. G.
Mitchell, R.
Moxon, Mr. and Mrs. Herbert
Muelle, E.
Ollis, F. B.
O'Neil, J. L. Hugh
Parry, Major
Paxton, Capt. H. W.
Phillips, Major
Piggott, Mr. and Mrs.
Pollock, K.C., Mr.
Reigfe, Dr. and Mrs.
Sawer, Capt. and Mrs.
Sinclair, A.
Stadt, Mr. and Mrs. Van de
Stokes, Mr.
Thomas, Mr.
Uffel, W. von
Vandin, Gordon
Vereker, Capt. and Mrs.
White, Dr. and Mrs. M. J.

CRAIGIERBURN.

Dann, G. H.
Gaskell, Mr. and Mrs.
Gibbons, J. B.
Kapteyn, B. D.
Lyons, F. W.
Marchant, Capt. and Mrs. and children
McPherson, J. L.
Nicholls, E. A.
Russell, Mrs.
Smith, E. Grant
Smith, Mr. and Mrs. Grant
Webb, Mr. and Mrs. Montague
Wilson, Dr. Newell
Young, J. Ashton

OCCIDENTAL.

Anderson, G.
Baumann, Dr. Med.
Chandler, Lieut., (Army Educ "Dept
Fisher, R.
Hales, G. L.
Harms, F.
Hedges, G.
Hochne, Dr. Med.
Jensen, H.
Kanitz, R.
Keyt, Dr. H.
Krill, G.
Lowe, Mr. and Mrs.
Lowe, Miss Siesie
Major, Capt. and Mrs. and child
Munro, Miss A.
Ohme, A.
Owen, O. E.
Rasmusten, M.
Vojacek, R.

KOWLOON.

Evans, Mr. and Mrs. Pinkers and child
Hall, J. S.
Knagg, Dr. Samuel T.
Price, Capt. and Mrs. O. L.

	July 16 at 10 a.m.	July 16 at 4 p.m.
Barometer	29.82	29.75
Temperature	85	85
Humidity	75	66
Rainfall	—	—

CHINA COAST METEOROLOGICAL REGISTER.

July 15th, 1905, a.m.

			Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	—	—	—	—	—	—
Hakodate		"	—	—	—	—	—	—
Tokio		"	—	—	—	—	—	—
Kochi		"	—	—	—	—	—	—
Nagasaki		"	—	—	—	—	—	—
Kagoshima		"	—	—	—	—	—	—
Oshima		"	—	—	—	—	—	—
Naha		"	—	—	—	—	—	—
Ishigakijima		"	—	—	—	—	—	—
Taihoku	5	a.m.	29.84	—	—	0	0	—
Taichu		"	29.83	—	—	0	2	—
Tainan		"	29.84	—	—	E	2	—
Koshun		"	29.84	—	—	0	2	—
Pescadores		"	29.83	—	—	SW	2	1
Weihaiwei	9	a.m.	29.81	76	—	WSW	3	c
Gutslaff		"	29.86	80	82	SSE	4	bv
Sharp Peak		"	29.85	84	87	S	1	b
Amoy	6.30	a.	29.83	81	91	W	1	b
Swatow	9	a.m.	29.85	79	95	W	1	b
Canton		"	29.80	85	79	—	0	b
Hongkong	10	a.m.	29.83	85	74	W	1	c
Victoria Peak		"	—	—	—	NNE	0	1
Gap Rock		"	29.85	—	—	—	0	1
Macao		"	—	88	—	SE	1	c
Haiphong		"	—	—	—	—	—	—
Manila		"	—	90	—	—	—	—
Bacolod	9	a.m.	—	—	—	SW	1	b
Iloilo		"	29.81	83	—	SW	3	c
Cebu		"	—	84	—	S	2	c
C. St. James	10	a.m.	—	—	—	—	—	—

July 17th, 1905, a.m.

Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	—	—	—	—	—	—
Hakodate		"	—	—	—	—	—	—
Tokio		"	—	—	—	—	—	—
Kochi		"	—	—	—	—	—	—
Nagasaki		"	—	—	—	—	—	—
Kagoshima		"	—	—	—	—	—	—
Oshima		"	—	—	—	—	—	—
Naha		"	—	—	—	—	—	—
Ishigakijima		"	—	—	—	—	—	—
Taihoku	5	a.m.	29.76	—	—	S	4	—
Taichu		"	29.76	—	—	S	4	—
Tainan		"	29.77	—	—	—	0	—
Koshun		"	29.75	—	—	—	0	—
Pescadores		"	29.75	—	—	N	4	—
Weihaiwei	9	a.m	29.72	79	—	WSW	2	c
Gutslaff		"	29.80	82	91	SSE	2	bm
Sharp Peak		"	29.76	83	79	—	0	b
Amoy	6.30	a.	29.78	81	78	W	1	b
Swatow	9	a.m.	—	—	—	—	—	—
Canton		"	29.77	85	79	—	0	b
Hongkong	10	a.m.	29.79	84	75	W.	1	b
Victoria Peak		"	—	—	—	NNW	1	—
Gap Rock		"	29.80	—	—	WNW	1	—
Macao		"	29.63	86	—	S	1	c
Haiphong		"	—	—	—	—	—	—
Manila		"	29.76	75	100	NE	1	c
Bacolod	9	a.m.	—	—	—	—	—	—
Iloilo		"	—	—	—	—	—	—
Cebu		"	—	—	—	—	—	—
C. St. James	10	a.m.	—	—	—	—	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Weihaiwei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Weihaiwei
Arun	torpedo boat destroyer	550	6	7,000	Lieut.-Commander R. H. Heaton	Weihaiwei
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Shanghai
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Weihaiwei
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard	Weihaiwei
Cherub	water tank and tug	390	—	300		Hongkong
Clio	sloop	1,070	6	1,400	Commander H. D. Wilkin, D.S.O.	Yangtsze
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	en route Weihaiwei
Dee	torpedo boat destroyer	560	6	7,000	Lieut.-Commander H. E. Sulivan	Hongkong
Erne	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Bather	Weihaiwei
Eurick	torpedo boat destroyer	560	6	7,000	Lieut.-Commander Lewin	Hongkong
Exe	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	Weihaiwei
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Stevenson	Weihaiwei
Glory *	battleship, 1st class	12,950	16	13,500	Captain Hon. Stopford	Weihaiwei
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander J. May	Weihaiwei
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecla	special service torpedo-v	6,400	—	2,400	Captain E. F. B. Charlton	Weihaiwei
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Weihaiwei
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawckner	en route Weihaiwei
Itchen	torpedo boat destroyer	550	6	7,000	Lieut.-Commander C. Seymour	Weihaiwei
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander W. H. Darwall	Hongkong
Kinsha	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtsze
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Otter	torpedo boat destroyer	310	6	6,300	Lieut.-Commander J. Kiddle	Weihaiwei
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Surveying
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	en route Weihaiwei
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtsze
Takn	torpedo boat destroyer	250	6	6,500	In reserve	Hongkong
Sutlej	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Hongkong
Tamar	receiving ship	4,050	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtsze
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	Weihaiwei
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Surveying
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander C. E. L. Thomas	Weihaiwei
Widgeon	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	Yangtsze
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtsze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Canton
Avalanche	river gunboat	140	5	150		Haiphong
Balonnette	river gunboat	—	—	150		Saigon
Caronade	river gunboat	—	—	150	Lieut. Hue	Saigon
Casse-tête	river gunboat	140	5	150		Saigon
Comète	gunboat	525	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire	Baie d'Along
Décidée	gunboat	645	10	1,000	Lieutenant L'Eost	Haiphong
Descartes	cruiser	3,985	14	5,500	Commander Amet	Baie d'Along
Estoc	river-gunboat	303	—	—	Lieut. Mère	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Cotoni	Haiphong
Fronde	destroyer	350	—	303	Lieut. Jehenne	Haiphong
Guichen †	protected cruiser	—	—	—		Baie d'Along
Gueydon	armoured cruiser	9,376	7	20,200

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE,"

Captain R. Girard, will be despatched for MARSEILLES on TUESDAY, the 25th July, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows :—

S.S. *TONKIN*..... 8th August.
S.S. *SYDNEY*.....22nd August.
S.S. *ARMAND BEHIC*... 5th September.

G. DE CHAMPEAUX,
Agent.

Hongkong, 12th July, 1905. [7

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 29th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,912 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia*, due in London on the 10th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 15th July, 1905. [2

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Shawmut ...	9,606	E. V. Roberts	At. July 20
Tremont.....	9,606	T. W. Garlick..	„ Aug. 8
Pleiades ‡ ...	3,753	F. G. Purington	

‡ Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 13th July, 1905. [8

To Let.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road. Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [527

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—

S. BISNEY,
Hongkong Hotel.

Hongkong, 8th June, 1905. [639

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. GAS and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,
No. 5, D'Aguilar Street,
37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [692

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1905. [69

For Sale.

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents :—

SIEMSSEN & CO.

Hongkong, 10th January, 1903. [57

GREEN ISLAND CEMENT COMPANY, LIMITED.

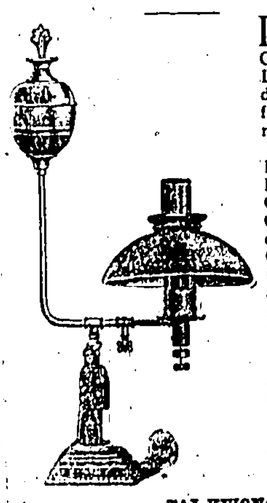
PORTLAND CEMENT.

$4.50 per Cask 375 lbs. net ex Factory.
$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905. [50

FOR SALE.



INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace

Hongkong, 16th November, 1904 [54

ACHEE & CO.

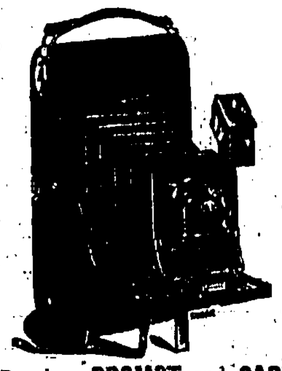
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives **PROMPT** and **CAREFUL ATTENTION.**

Hongkong, 16th May, 1905. [14

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 $8,000,000 $250,000	$1,493,408	Div. of £1.10/- and bonus of £1 @ exchange 1/11 9/16=$25.46 for second half-year 1904	5 %	$890 sales London £90
National Bank of China, Limited	99,925	£7	£5	$200,000	$41,768	$2 (London 3/6) for 1903	...	$38 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,400,000 81,739	$150,494	$17 for 1903	5½ %	$325 buyers
China Traders' Insurance Company, Limited	24,000	$83.33	$25	$950,000 $151,992 $362,366 $371,445	Nil.	$4½ for year ended 30.4.1904	6½ %	$77 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	$250	$100	$1,850,000 £20,000 $372,749 $893 110 $846,773	$2,078,997	$35 for 1903	5 %	$710 buyers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$700,000 $37,704	$486,284	$12 and $3 special dividend for 1903	8½ %	$172½
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$70	$1,000,000 $218,693 $2,241	$329,047	$6 dividend & $1 bonus for 1903	8½ %	$85 sellers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,203,505	$360,372	$34 for 1903	11½ %	$305 sales
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$5,000	$8,832	$1 for 1904	5 %	$20
Douglas Steamship Company, Limited	20,000	$50	$50	$185,000 $85,439	Nil.	$2 for year ended 30.6.1904	5½ %	$36 sellers
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$11	$250,000 $600,000 $158,444	$26,160	$1 for second half-year 1904	9½ %	$26½ sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£120,000 £241,150 £3,999	£4,435	12/- @ 1/10½=$6.29.51 for 1904	6½ %	$93 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 2½ final making Tls. 4½ for 1904	7½ %	Tls. 61
Do. (Preference)	100,000			£400,000		Tls. 1½ final making Tls. 3½ for 1904	7½ %	Tls. 50
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,116 $65,000	£58,852	Interim of 1/- (Coupon No. 5) for 1904	4½ %	21/- sellers
"Star" Ferry Company, Limited	10,000	$10	$10	$24,257	$929	$1.80 $0.90 for year ending 30.4.1905	5½ % 3½ %	$35 sellers $27 sellers
	10,000	$10	$5	$400,000				
Straits Steamship Company, Limited	5,000	$100	$100	$ 21,075 $130,153	$21,231	$10 for 1904	7 %	$142
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of Tls. 1½ making Tls. 3½ for 1904	11 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$450,000	$42,812	Final of $15 making $20 for 1904	9½ %	$210 buyers
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $85,987	$3 for 1897	...	$30 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2½ for year ending 30.9.04	3½ %	Tls. 70 sales
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£40,000	£7,820	Interim of 1/ (No. 4)	13 %	Tls. 8 sellers
Oriental Consolidated Mining Company, Limited	50,000	G $10	G. $10	none	G $672,093	Interim of 50 cents (gold) for 1905 (No. 5)	6 %	G $17 ex div.
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £4,029	No. 12 of 1/-=48 cents	...	$6½ sellers
	50,000	£1	£1					
Société Française des Charbonnages du Tonkin	16,000	Frs. 250	Frs. 250	Frs. 251,337 Frs. 1,529,652	Frs. 85,706	Final of Frs. 25 making Frs. 55 for 1903	...	$490
DOCKS, WHARVES & GODOWNS.								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	9½ %	Tls. 140 sales
Fenwick (Geo.) & Co., Limited	6,000	$25	$25	$70,000	$8,577	$3.75 for 1904 First year	11½ % ...	$29 ex. new $27 new
	12,000							
Hongkong & Kowloon Wharf and Godown, Co., Ld.	40,000	$50	$50	$58,473 $10,000 $300,000 $250,000	$29,422	Final of $2½ making $5 for 1904	5½ %	$95 buyers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$33,500	$498,289	$6 dividend and $1 bonus for 2nd-half-year 1904	7½ %	$196 buyers
Howarth Erskine, Limited	12,000	$100	$100	$60,000	.....	$10 div. & $5 bonus for year end. 30/6/04	5½ %	$270
New Amoy Dock Company, Limited	6,000	$6½	$6½	$55,500	$489	$1½ for 1903	7 %	$18 sellers
Riley Hargreaves & Co., Limited	6,000	$100	$100	$150,000	$40,936	$10 div. and $2½ bonus $7 dividend for 1903	5 % 6½ %	$250 $111½
Do. (Preference)	2,750							
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	5½ %	Tls. 192½
Tanjong Pagar Dock Company, Limited	37,000	$100	$100	$2,100,000	$206,645	$20 for 2nd half year making $26 for 1904	6½ %	$390 sales
Yangtsze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9½ %	Tls. 192½
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	none	$9,989	$2½ for year ended 30.6.1904	8 %	$31½ sellers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 60	Tls. 34,000	Tls. 805	Final of Tls. 5 making Tls. 9	6½ %	Tls. 135 sales
Central Stores, Limited	6,000	$15	$12	Tls. 8,000		Final of 60 cents making $1.80 for 1904	10 %	$18 sales
Do. (Founders')	123	$15	$12		$1,502	None	...	$100
Do. (New Issue)	24,000	$15	$7½	$20,000		Preferential of 7 per cent for 1904	7 %	$7½ sales
Hongkong Hotel Company, Limited	12,000	$50	$50	$100,000 $10,000	$3,554	$5 for second half-year making $10 for 1904	7½ %	$138
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$37,875	Final of $6 making $12 for 1904	10½ %	$117 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,986	Tls. 7,202	Tls. 2½ for the year ending 31.3.1905	13 %	Tls. 19
Hotel Metropole Company, Limited	2,000	$100	$100	.....	First year	Interim of $4	...	$105
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$200,994 $50,000	$11,958	90 cents for 1904	7 %	$12½ sales
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$377	$3 for 1904	7½ %	$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,766	Tls. 3 final and Tls. 12 bonus making Tls. 8 for 1904	6½ %	Tls. 123 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 5 for 1904	10½ %	Tls. 47 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	5½ %	Tls. 120 sellers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	$50	$50	none	$1,247	Final of $1.70 making $3.20 for 1904	6 %	$53
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	8½ %	Tls. 48 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	none	$22,862	50 cents for the year ending 31.7.04	3 %	$16½ sellers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 43 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 48 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 160 sales
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	$200	$200	none	Dr. P. 2,584	$125 for year ending 30.6.1900	...	$100
Philippine Company, Limited	67,500	$10	$10	.....	.....	First year	...	$9½ sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13½ %	Tls. 68 sales
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	$100	$100	none	.....	First year	...	$118 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£314	£770	1/3 per share for 1904	12 %	$16½ x. d. buyers
Campbell, Moore & Co., Limited	1,200	$10	$10	$8,000	$1,182	$3 for 1904	8½ %	$36
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	$1 for 1904	8½ %	$11½
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904	8 %	Tls. 63½ sales
China Light and Power Company, Limited	30,000	$10	$10	none	$3,739	None	...	$10
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$8,0000	$1,581	80 cents for 1904	9½ %	$8½ sales
Dairy Farm Company, Limited	25,000	$7½	$6	.....	$2 706	$1½ for year ending 31.7.1903	...	$17 sellers
Fraser and Neave, Limited	4,500	$50	$50	$112,500	$95,054	$5 div. and $2½ bonus for 1903	7½ %	$100
Green Island Cement Company, Limited	150,000	$10	$10	$400,000 $500,000	$7,551	$2 for 1904	7½ %	$26½ sellers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	£8,188	Final of $1½ making $2½	9½ %	$27 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£25,394 £3,000		£1 div. and 2/- bonus for 1904	7 %	$170 buyers
Hongkong Electric Company, Limited	30,000	$10	$10	none	$2,151	$1.00 50 cents for year ending 30.4.1905	6½ % 4½ %	$16 ex div. $10½ ex div.
	30,000	$10	$5		$2,796	$15 for year ending 30.11 1904	7 %	$212½ buyers
Hongkong High-Level Tramways Company, Ld.	1,250	$100	$100	$50,000	$5.356	Final of $13 making $17 for 1904	7 %	$242½ sellers
Hongkong Ice Company, Limited	5,000	$25	$25	$60,000	$11,137	$10 for 1904	7 %	$152 buyers
Hongkong Rope Manufacturing Company, Ld.	10,000	$50	$50	$60,000	$299	Interim of 50 cents 30.9.04	12½ %	$15
Hongkong Steam Waterboat Company, Limited	15,000	$10	$10	$2,500	$3,400	$8 for 1904	6 %	$135 buyers
Katz Brothers, Limited	10,000	$100	$100	$475,000	$21,582	Interim of $5	7½ %	$145 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	$100	$100	none		2nd quarterly of Tls. 5, paid 15.6.05 making 50 for Tls. 12½ for 1905	19 %	Tls. 185 buyers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,219 Tls. 19,465	Tls. 35,849	$2 for year ended 31.10.1904	9 %	$23
Maynard and Company, Limited	3,400	$10	$10	none	...	Tls. 5 for 1902	...	Tls. 25
Mondon, (E. L.) Limited	7,500	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	Final of $3 making $5 for the year ending 30.6.04	9 %	$54 sales
Moutrie (S.) & Company, Limited	4,000	$50	$50	$5,000	$832	None	...	$50
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	None	Dr. $5,537	Final of Tls. 5 making Tls. 8½ for 1904	7 %	Tls. 122½ buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Tls. 5 for 1903	6 %	Tls. 80
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Final of Tls. 8 making Tls. 14 for 1904	8½ %	Tls. 167½
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Final of 37/6 making 52/6 for 1904	4½ %	Tls. 420 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 170,000	Tls. 17,220	$6½ for year ended 31.7.1904	7½ %	$80 sellers
Singapore Dispensary, Limited	600	$50	$50	$20,000	$1,769	None	...	$25
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $5,068	60 cents for year ended 31.5.04	7½ %	$8 buyers
Steam Laundry Company, Limited	5,000	$ 5	$ 5	none	$3,644	First year	...	$7½ buyers
	10,000	$ 5	$ 5		$700	$10 for second half year 1904	13½ %	$150 buyers
Straits Ice Company, Limited	2,000	$100	$100	$25,000		$1 div. and 35 cents bonus for half year ended 30.9.1904	6½ %	$41½ sales
Straits Trading Company, Limited	250,000	$10	$10	$750,000 $50,000	$84,813	Tls. 2 for half year	...	T.Tls. 100
Tientsin Native City Waterworks Company, Ld	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	Final of Tls. 4½ making Tls. 8½ for 1904/5	7 %	T.Tls. 120
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	90 cents $29.70 for year ended 31.5.1904	9½ % 16½ %	$9½ sellers $180 buyers
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$20,000	$480	$1 for 1903	...	$7½ sellers
Do. (Founders')	100	$10	$10	$4,802	$12,674	Final of 50 cents making $1 for 1904	8 %	$12½ buyers
Watkins, Limited	10,000	$ 0	$10	$300,000	$6,096	Interim of 50 cents for year 1904/1905	10½ %	$11½ sellers
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$25,000				
William Powell, Limited	12,000	$10	$10	$3,000	$588			

Printed and Published by JOSE PEDRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, Ice House Road, in the City of Victoria, Hongkong.